Old Court

THE ILLINOIS STATE REGISTER
AND PEOPLE'S ADVOCATE.

PUBLISHED BY WILLIAM WALTERS, PRINTER TO THE STATE, AND PUBLISHER OF THE LAWS OF THE UNITED STATES.

VOL. II. NO. 29. N.S.] VANDALIA, ILLINOIS, FRIDAY, JULY 21, 1837. [VOL. IV. NO. 49.

WEEKLY PAPER.

TERMS—To dubscribers residing in Vandalia, Illinois, Three dollars per annum, payable at the end of the year. To subscribers residing out of Vandalia, Three dollars and fifty cents per annum, payable at the end of the year. To subscribers residing beyond the limits of the state, the price will be Four dollars per annum.

☞No subscription will be received for less than six months.

☞Any person discontinuing before the expiration of the year, will be charged at the rate of $2 per square.

TERMS OF ADVERTISING—Fifteen lines or less, $1 00 for the first insertion, and 37½ cents for each additional insertion.

LAW PARTNERSHIP

THE undersigned relating to Vandalia, Illinois, The public is hereby notified that the partnership of the firm, the District and County have entered into partnership with the name of Lockwood & Walters, in the practice of the law. They practice promptly attention to all business confided to their care.

W. D. D. EWING.
JAMES LOCKWOOD.
PETER FORMAN.

References.

Gen. S. Southard,	New York City.
Hon. S. C. Cambreling,	do
Dr. T. Bisley,	do
Hon. Mr. Huntress,	do
Watts Hall, Esq.	do
Hon. Mr. Ewing,	do
Chas. Oliver, Esq.	do
Biddle Gaskey, Esq.	do
Craig & Hamilton,	do
Gen. T. H. Benton,	Philadelphia
Hon. Mr. Ingersoll,	do
Hon. R. H. Gillespie,	do
Hon. S. Wilkeson,	New York
Hon. Mr. Niles,	Connecticut
Hon. J. Dixon,	Maine
Hon. Mr. Hughes,	do
Hon. Jas. Rumpkin,	Lancaster, Pa.
Hon. Mr. Robertson,	Elkton
Hon. Mr. Key,	do
Hon. Robert Crozy,	do
H. H. Hollins, Esq.,	Cincinnati.
Khoda, Hooper & Co.,	do
Hon. Mr. Calhoun,	London
Hon. Mr. Webster,	Liverpool
Hon. Mr. Howard,	Baltimore
Hon. Mr. Clay,	Ilinois
Hon. T. H. Benton	do

Gen. Jas. Hamilton, New York City; Pennsylvania, Philadelphia; and Gibson, will furnish the names of gentlemen in their respective cities, to whom reference may also be made if necessary.

June 17—ly

Sworn to before,
JAMES LOCKWOOD,
Clerk.

Circuit Court—September Term, 1837.

Monday, the 4th day of September next.

Benjamin Jennett, } In Chancery.
vs.
Thomas Jones, that a suit of attachment issued out of the Circuit Court of Clinton County, to the county of Bond, dated May the 15th, 1837 at the suit of Benjamin Jennett, against the lands and tenements of Thomas Jones, for the sum of two hundred and fifty dollars, which said suit has been returned by the Sheriff of Clinton County, that the defendant is not an inhabitant of the 1st No. 10, in the east of Greenville, that the said defendant has not any goods or chattels in the said county of Clinton, and that he has not any property in this county, nor any person claiming any property for him, and that he has not left any property in this county for the payment of the sum so sued for, and the said defendant is not found within the county aforesaid.

June 16, 1837—ly.

100 DOLLARS REWARD.

RANAWAY from the subscriber, living in Vandalia, Fayette County, Illinois, on the 12th January last, a negro boy named DAVY, about 18 years of age, 5 feet 6 or 8 inches high, weighing about 150 pounds, black eyes and hair, has a down look when spoken to, and plausible manners. He had on when he left, a blue coat and pants, brown jean vest, dark mixed satinet pants, and jean vest, a black coat cap. He carried his clothes in a small bundle. He was purchased in Memphis, telling he was a free man, and that he wanted to get employment on a farm. He is an excellent and possible white lie, and may be provided with some forged papers. Besides his cunning and artful ways, and base conduct not of the ordinary kind, he is a good waiter and cook of dinners or Indians. He was brought from Virginia to Memphis in the year 1836, and I paid for his services here in 1837 and intend to keep him, as that I got him for. I will give the above reward to any person who will secure him for delivering him to me at Greenville.

JAMES F. FIRLEY.

LAND AGENCY.

THE Subscriber having associated with him Isaac Darnell, M. Barnes in the above business, formerly County Surveyor, and has been engaged in surveying and locating a running in Southern boundary of this State, and being his intimate acquaintance with the lands as well as a General knowledge of the business in this State, as the subscriber of the undersigned of Twenty years in this State, they feel themselves fully competent to give entire and essential services to their friends and those who may wish to employ them in the location of the adjoining States, either of Improved or unimproved lands. They will attend to applications by actual inspection of the lands and surveys. They will also keep constantly on hand Town property on construction on reasonable terms.

All communications on business must be directed to Greenville, Bond County, Illinois, where all orders will be thankfully received and promptly attended to. Office on the Public Square and for sale 5000 buckets of Corn in sacks of the last year's crop. Also, Three small Grass in Green county which will be sold on reasonable terms.

PARIS MASON.
Greenville, Green co. Jan. 1, 1837.—ly pd.

NOTICE.

ALL persons indebted to the subscriber will come forward and make settlement, either by cash or note, by buying his business, and he desires to settle and without delay.

I. DUNAWAY.
April 4, 1837-tf

Register's Office, Vandalia, Illinois.

PATENTS have been received at this office up to No. 2248, or up to the 31st December 1834.

CHAS. PRENTICE Reg'r.

CLOTHS—A few pieces super, just received and will for sale low by
Nov. 4. BLACKWELL & ECCLES.

NOTICE.

THE subscriber respectfully informs the public generally, that he has recently removed from the large and well known brick house at the corner of Gallatin and Main streets, where he is ready occupied by R. K. McLaughlin, where he will be happy to wait upon his old customers, and all others who may favor him with a call. He is determined that nothing shall be wanting on his part to make his house a comfortable house both to man and beast. The table, bed, bar, and stable shall be inferior to none in town.—Call and prove us.

J. M. BROWN.

Vandalia, May 20, 1837.

EXECUTOR'S NOTICE.

THE Subscriber having taken letters testamentary on the estate of Jacob Fry, late of Bond county, all persons indebted to said estate are hereby notified and requested to come forward and make payment, and those having claims will present them for payment within the time prescribed by law, or they will be barred.

JOSEPH FRY.
Executor of John Hall, dec'd.
Fayette county, Feb. 25, 1837.

THE PROTECTION INSURANCE COMPANY,

Of Hartford, Connecticut,

Assures Against
MARINE RISKS, ONLY.

THE undersigned having been appointed agent for the above company, is prepared to insure property against perils of the lakes, rivers, canals, and inland navigation, for such rates and premiums as may be consistent with the risques taken, and will meet with prompt attention at this office, or at the residence of the agent, in the absence of the latter.

Payments for all losses shall be made in sixty days after the loss shall have been duly ascertained.

THOMAS E. ALFRICK Agent.

LAND NOTICE.

ALFRED LOWELL and JOSIAH FISK will practice law in co-partnership in the counties of Bond, Fayette, and Montgomery, and will attend to the collection of claims and transaction business in any or either of those counties, and will pay particular attention to the selection of lands and entries.

ALFRED LOWELL,
JOSIAH FISK.

April 27, 1836. tf

LAST NOTICE.

ALL persons indebted to the undersigned are hereby notified that I am determined to close my business by the first day of September next. Pay, or else plant, else to duly are learned to the undersigned, and settle.

R. K. PEEBLES.

Vandalia, June 6th—tf

NEW CONCERN.

THE undersigned have entered into co-partnership in the Mercantile business at the old general retail business at Hickory Point, where they will keep on hand a full and general assortment of Dry Goods, Groceries, &c. &c. purchased from Philadelphia, a large and extensive assortment of which has been purchased at the late sales, since expressly for their market, embracing, as they believe, a more general assortment than has previously struck terestly kept in retail establishments in this section of the country, and which will be sold unusually low for cash, or on timely punctual dealings. To the public generally we return our thanks for their liberal patronage heretofore extended to the former concern, and hope, by a punctual attention to business, punctuality, and a desire to please, to merit a continuance of the same.

WILLIS & HADDOX.

June 3—tf

CITIZENS INSURANCE COMPANY.

OF MISSOURI, AT ST. LOUIS.

THE undersigned, agent for the above company, is prepared to insure property against the perils of the Lakes, Rivers, Canals, and Inland Navigation, for such rates and premiums as may be consistent with the risques taken, and will meet with prompt attention at his office, or at the residence of the agent, in the absence of the latter.

Payments for losses will be made in sixty days after the loss shall have been duly ascertained.

Applications may be made to the agent at Vandalia, or to any of the following sub-agents, who are authorized to receive proposals and issue policies:

H. L. HOFFMANN, Esq., Carlyle.
Wm. Reavis, Esq., Shelbyville.

$50 REWARD.

STOLEN from the subscriber in Madison county, Illinois, on Saturday morning, on the night of the 24 inst., a bay horse, three years old, about fifteen hands high, with a blaze face, white feet all round, black legs, mane and tail, no brands recollected. I will pay the above reward for the delivery of the horse, or fifty dollars for the delivery of either.

JOHN CRITTENDEN.
June 22d—tf

ATTORNEY'S SALE.

NOTICE is hereby given, that on Saturday the 12th day of August next, I shall proceed to sell the front of John Henry Sgar, deceased, fronting on Main street, between Sgar, deceased, fronting on Main street, between Mr. Grove's farm, and containing about 160 acres more or less, on a credit of twenty, thirty and forty months, for notes with approved security, and a mortgage on the premises.

JAMES MORRISON,
Attorney of Sgar's heirs.
Looking Glass Prairie, June 20, 1837.

Looking Glass Prairie, June 20, 1837. 10—tf

SALE OF SCHOOL LANDS.

WILL be sold in the Courthouse, in Salem, Marion county, Illinois, on the 1st Monday in September next, the following described School Lands, viz:

The south half of section 16, township 1 north, range 1 east, and three years will be given the purchaser giving bond with approved security, and 6 per cent interest.

Also, the south half, south west quarter of section 16, township 1 north, range 2 east, and three years will be given, the purchaser giving bond with approved security, and 6 per cent interest.

Also, the south half, south west quarter of section 16, township 1 north, range 3 east.

Also, the south half, south west quarter of section 16, township 1 north, range 4 east.

Also, the south half, south west quarter of section 16, township 1 north, range 5 east.

Also, the south half, south west quarter of section 16, township 1 north, range

VANDALIA.

SATURDAY, JULY 22, 1837.

STATE REGISTER

Supremacy of the Laws and the Constitution." Justice to the People--Resumption of Specie Payments.

CONVENTION FOR GOVERNOR.

THE REPUBLICAN MEETING.—Our Democratic brethren throughout the State and Union, will read with pride and pleasure the proceedings of the public meeting of the friends of General Jackson and Mr. Van Buren, held in the State House last evening.

The cordiality of feeling which prevailed and the unanimity with which the resolutions were adopted, afford the strongest assurance that every true democrat amongst us has put his hand to the plough with a fixed determination not to draw back until the goal is reached.

The two parties are now fairly in the field. The Whig party on Thursday evening last, met in secret caucus in this town, and we understand nominated Cyrus Edwards and Col. Davidson as candidates, the former for Governor and the latter for Lieut. Governor.

The gage of battle has thus been thrown, and accepted. Every democrat in the State must gird on his armor for the conflict against the common foe. A Waterloo victory awaits us.

THE LEGISLATURE.—Both Houses adjourned sine die this morning at 6 o'clock. We proceed with the Journal up to the end of last week which is as far as we have been able to procure; the proceedings of each day being so voluminous it is impracticable for the coppying clerks to keep up, as the law requires, with those of the previous day but one.

On Thursday, Mr. Ewing called up the bill to repeal the acts permanently locating the Seat of Government. Mr. Ewing addressed the House at great length in support of the bill, and was replied to by Mr. Lincoln and Mr. Baker, of Sangamo. On Mr. Minshall's motion the bill was laid on the table until the 4th of July next, by yeas and nays, which will be given hereafter.

On Thursday the House of Representatives took up the Bank bill, when Mr. Happy addressed the House at great length on the general merits of the subject. The details of this whole subject, with the yeas and nays will be given we hope in our next. The House finally, in the after noon, ordered the Senate's bill to a third reading. The bill, as thus ordered to a reading, is as follows:

SEC. 1. *Be it enacted, &c.*, That every provision of law requiring or authorising proceedings against any Bank in this State, with a view to forfeit its charter or wind up its concerns, or which requires such Bank to suspend its operations and proceedings in consequence of its refusal to pay its notes or evidences of debt in specie, is hereby suspended until the end of the next session of the General Assembly: *Provided*, That said Banks will agree to conform to and comply with the following conditions, restrictions, and limitations, viz:

First. That it will not, either directly or indirectly, divide or pay to, or among its stockholders or to any person for them, any dividends, interest, or profits whatever, until it shall bona fide resume the payment of its notes and evidences of debt in specie.

Second. That it will not, either directly or indirectly, during the suspension of specie payments, sell, dispose of, or part with any of its specie or gold, or silver bullion belonging to such bank except for change to the amount of five dollars or under.

Third. That it will furnish monthly upon the oath of the President or Cashier to the Executive of the State a statement of its condition, and shewing such facts in relation to the condition of such Bank as he shall request, for publication in the newspapers of this State.

Fourth. That it will not, either directly or indirectly, issue or put in circulation, during the period of its suspension of specie payments, any Bank bill, or note, or any evidence of debt, by which the amount of its circulation shall be increased beyond the amount of capital stock actually paid by the stockholders.

Fifth. That it will receive, upon special deposite, any funds belonging to the State which may be required to be so deposited and pay the same out upon the order of the proper officer or agent of the State in kind, free of charge.

Sixth. That, until the said Banks shall resume specie payments, citizens and residents of this State, who are indebted to them upon notes heretofore discounted, shall be allowed to pay their debts in instalments at the rate of ten per cent. allowed upon the amount originally due, upon condition, however, that such debtors will execute new notes, with satisfactory security, payable at such time as may be agreed on, and pay the aforesaid per cent. and the interest in advance, according to the usage and custom of banking.

Seventh. That any violation of the provisions of this act, or any failure to comply with, and conform to the same, shall subject the Bank in default to a forfeiture of its charter.

SEC. 2. Whenever any Bank shall accept the provisions of this act, and the President thereof shall furnish the Governor with a certificate of the fact of such acceptance under the corporate seal, the Governor shall issue a proclamation, stating the fact of such acceptance, and from and after the date of such proclamation, such Bank shall be considered as being entitled to all the benefits and privileges hereby conferred, and bound by all of the conditions, restrictions and limitations.

SEC. 3. This act shall be and remain in force until the end of the next session of the General Assembly.

Postscript.—The above Bill has passed both Houses, and will, no doubt, become a law. There may have been some slight amendments, but substantially it is correct.

DEMOCRATIC REPUBLICAN MEETING.

At a general public meeting of the Democratic members of the Legislature in their private capacities, and of a numerous body of Democratic citizens assembled at the State House in Vandalia, agreeably to previous notice, on the evening of the 21st inst.

The Hon. JOHN S. HACKER, of the Senate was chosen President, and the Hon. JOHN WYATT, of the House of Representatives was appointed Vice President.

On motion, Hon. NEWTON CLOUD, of the House of Representatives, and Col. VAN HORNE of Will county were appointed Secretaries.

On motion of John M. Early of Sangamon, the following resolutions were unanimously adopted:

1. RESOLVED, That the extraordinary condition of the times strikingly admonish us of the maxim that the price of liberty is eternal and sleepless vigilence, and that the period has arrived which demands of every democrat in the State to be like the sentinel at his post ready to meet the enemy and give the alarm that they may be successfully repelled on the first attack.

2. RESOLVED, That in accordance with the usages of the democratic party of the state and nation it is highly important to the great and permanent interest of the State and the preservation of the fundamental principles of our government, that there should be concert of action and union of sentiment among the members of the democratic party throughout the state, and such concert and union is allowed to be produced by a free comunication and interchange of opinion between brethren of the same principles in the primary meetings of the people.

3. RESOLVED, That in order to produce this consert and union, it is necessary that delegates from the democratic party of this state should be chosen to meet at Vandalia on the second Monday of December next, to be selected from each county in such manner as they may adopt, in the same proportion as they may be entitled to senators and representatives in the General Assembly, to nominate suitable persons for Governor and Lieutenant Governor, at the next election, for the support of the Democratic party of this State.

4. RESOLVED, That a committee of fifteen be appointed as a central committee to correspond with other committees throughout the State.

5. RESOLVED, That each of the counties in the state be requested to appoint similar committees.

6. RESOLVED, That a committee of thirty be appointed to prepare and publish an address to the democratic voters of this state, advising and recommending the appointment and meeting of Delegates at Vandalia, on the 2d Monday in December next, for the objects named in the 1st resolution.

The Chair, in pursuance of the foregoing resolutions, appointed the following Committees:

Committee to draft the Address.

James Semple, of Madison.
Samuel Hackleton, of Fulton.
G. W. P. Maxwell, of Schuyler.
Wm. Weatherford, of Morgan.
S. A. Douglas, of Sangamon.
Madden of La Salle.
N. Cloud, of Morgan.
J. D. Early, Sangamon.
W. W. Happy, of Morgan.
Wm. Edmonston of McDonough.
J. D. Wood, of Washington.
W. A. Richardson, of Schuyler.
T. W. Smith, of Cook,
James Walker, of do.
W. L. D. Ewing, of Fayette.
John Dougherty, of Union.
James Shields, of Randolph.
Milton Carpenter, of Hamilton.
Wm. G. Reddick, of Macon.
James Turney, of Greene.
Edward Smith, of Wabash.
R. W. English, of Greene.
J. A. McClernand, of Gallatin.
Robert Smith, of Madison.
John Crain, of Washington.
Braxton Parrish, of Franklin.
Daniel Wood, of Gallatin.
John Harris, of Macoupin.
John Huey, of Clinton.

CORRESPONDING COMMITTEE.

1st Congressional District—

W. A. Richardson of Schuyler county.
J. W. Stephenson, of Jo Daviess county.
E. D. Taylor, of Cook county.
N. Cloud, of Morgan county.
J. D. Early, of Sangamon county.

2d Congressional District—

W. L. D. Ewing, of Fayette county.
William Walters of Fayette co.
H. Smith of Fayette county.
Jos. Kitchell of Crawford county.
Dr. Turney of Wayne county.

3d Congressional District—

M. M. Rollings, of Gallatin county.
H. L. Webb, of Alexander co.
R. G. Murphy, of Perry county.
A. M. Jenkins of Madison co.
S. M. Hubbard, of Franklin co.

On motion, the following resolution was adopted:

Resolved, That the proceedings of this meeting be signed by the Chairman and Secretaries, and published in all the democratic papers in this State.

On motion, the meeting adjourned, *sine die.*

JOHN S. HACKER, *Pres.*
JOHN WYATT, *Vice President.*
NEWTON CLOUD, } *Secretaries.*
COR. VAN HORNE, }

GOOD NEWS FOR INDIANA.—We have seen a letter dated City of New York, June 30, which states that "the Fund Commissioners of this State had, that day, sold $100,000 five per cents., in addition to previous sales, and have received a premium of $6,000 for the refusal of $200,000 more which will give the State three per cent. premium whether sold or not." The same writer adds (such is the credit of Indiana among the capitalists of the East,) that there can be no want of funds to carry on the public works.—*Wabash Courier.*

HIGHLY IMPORTANT.

Extract of a letter from a distinguished financier of New York to GEN. W. L. D. EWING, *of this place, dated,*

"NEW YORK, JULY 7th, 1837.

"The Ohio Canal Loan of half million, has been taken at 12 1-2 per cent above par.—It would be well to bring into the market without delay, a part of the Illinois stock say two or three million, money is more plenty for such securities than it has been for 12 months past. This stock could be taken in our city and would be remitted to England instead of specie. If all our State stock were sent abroad at this time they would nearly pay all the foreign debt. By the advance of cotton on the other side of the water, our credit system which has been paralyzed, would immediately spring into life and universal prosperity would attend the labour of the citizens of America. It is all important that Illinois should move in this matter without delay, Indiana wants about $10,000-000, Michigan about $5—and should all of these States move at the same time, the chance of success would be materially diminished. I was conversing with a London Banker to-day on this subject, and he agrees with me. I should be most happy to be of service in any way to your State, I would render any assistance in this matter. If Illinois could now go on with her Rail Roads and Canals she could build them on one third less expense than she will be enabled to do eighteen months hence, and would give to all her soil an increase: value beyond calculation."

To the Editor of the State Register:

In our conversation a few days since on the embarrassments of the times, I expressed to you that I believed they were occasioned by the extravagance of the commercial and speculating classes, distinct and disconnected with the measures of the administration; in which opinion I understood you to concur. At the same time you expressed a wish to see the returns from the Treasury Department for the last year, and notice what facts they would disclose.—Since our conversation, I have obtained a printed copy of the statement from the Treasury Department, shewing our commercial operations for one year ending on the first of October last. It is printed as a Senate Document, and numbered (225) and printed by order of the U. S. Senate. From that Document I have obtained the following facts:

Whole importations of the year,	$180,980,035 00
Deduct therefrom amount of specie and bullion,	12,813,024 00
Balance of importations,	177,167,011 00
Exportations,	106,916,680 00
Re-exportations,	21,746,360 00
Am't,	128,662,040 00
Excess of importations over exportations; specie, &c. not included,	$48, 504,971, 00

And here, sir, the question may be asked how is this excess of overtrading, to the amount of 48 millions and a half in the space of one year to be paid. Is it not a drain to that amount of the monied resources of the country? Pursuing this course the whole nation would quickly become bankrupt.

It would seem that no one could possibly doubt, that here is sufficient cause of our present difficulties. But the importing merchants are not the only class of our citizens who have been guilty of extravagant speculations. Others could be named, who are neither few nor small, who have been deep in this business, but of whom I am not disposed at this time to comment.

But the whole forces irresistably the conclusion, that the nation and the people must return to those habits of industry and economy from which they have departed. It is the producing classes, and not the speculating, that add to the wealth of a nation.—We must export more than we import;—whenever we do, money will be flowing into the country, and that course will retain it in the country, and no other can.

This Treasury Document shews some interesting facts, though perhaps not within the scope of the information you desired. It shews that we have imported of certain articles, as follows:

Silks and manufactures of silk from beyond the cape of Good Hope	$2,580,281 00
Do. from places this side the cape of Good Hope, and duty free	23,502,919 00
Amount of silks and manufactures of do.	26,033,200 00
Calicoes	12,102,980 00
White cottons	2,766,797 00
Amount of cottons	14,959,767 00
Brown sugar	11,023,699 00
Clayed do.	890,805 00
Molasses	4,077,312 00
Wheat	493,159 00
Flour of do.	62,341 00
Teas	5,341,506 00
Coffee	9,653,153 00

Of our exportations the following are the leading ones:

Cotton	71,284,925 00
Tobacco	10,058,640 00
Flour	3,572,599 00
Rice	2,548,740 00
Calicoes	256 625 00
White cottons	1,950,795 00
Pork and bacon	1,383,344 00
Staves, shingles, boards, and timber	2,153,623 00
Corn and corn meal	725,262 00

It appears that the above excessive importations are principally articles of luxury and finery, and which the people might well do without Twenty-six millions of silks!! and twelve millions of calicoes!!! Think of that:—yes, I say again, think of that.

I am, sir, with great respect and regard,
Your humble servant, &c.
A MAN FROM THE MILITARY TRACT.
July 15th, 1837.

NEW YORK REPUBLICAN ADDRESS.

We find in the Albany Argus the Address of the New York Republican committee, made July 29. We make some extracts from the Address which we think will be interesting to our readers.

The first relates to the causes of the embarrassments which now afflict the commercial world.

"The subject which now principally engrosses the public attention, is the pecuniary embarrassment of the county. Although, this evil has fallen most heavily upon our commercial cities, it cannot be denied that its influence has extended over the whole body politic; and there are probably few individuals who do not in some way feel that a check has been experienced in that unexampled tide of prosperity which so lately prevailed throughout the State. Still the mischief, great as it really is, has been unduly magnified by our political opponents. Instead of attempting a remedy, they are at work to aggravate the evil and extend its influence, in the hope that public distress and individual suffering may be turned to political account. While the true causes of the prevalent embarrassment are carefully kept out of sight, no pains are spared to fasten the mischief upon the government: and our opponents already flatter themselves that they will thus be able to overthrow the national and State administrations. Their candidates for the presidency are already in the field, and the activity which every where pervades their parti-colored ranks, indicate that they have once more been wormed into life, and hope, and confidence, by the disasters which have fallen upon the country. After having professed to abandon that ground, we are again told that a national bank is indispensable to our welfare: and under that banner the whigs of this day are again collecting their scattered forces.

Although we cannot permit ourselves to doubt that the people will firmly adhere to their principles, and steadily uphold the government of their choice, we deem it not improper or unseasonable to take a brief survey of the principal causes which have led to our present pecuniary embarrassments.

The review, while it cannot fail to vindicate the administration against the clamors of the opposition, will not be wholly unprofitable by way of suggesting the appropriate remedy.

With the exception of the brief period of panic and distress brought on by the United States Bank and its partizans in 1834, the country has for several years enjoyed an unexampled degree of prosperity. All the great interest of the state and nation were in the most successful progress, and the industry and the enterprize of the people were every where crowned with the most abundant rewards. But such a state of things, however desirable in itself, must inevitably be followed by a season of revulsion. When all the great interests of the country are rapidly advancing, the merchant will import and the people will purchase too many goods. So it has been in times past, and so it is now. Our internal condition has not only been in the highest degree flattering, but an unusual impulse to trade has been given by foreign manufacturers, merchants and capitalists. For the last few years an almost unlimited credit for goods has been offered, and English bankers have afforded such facilities to merchants for raising money, as were eminently calculated to impart a most powerful stimulant to commercial enterprize. The result has been that we have over-traded, and a commercial balance of sixty millions of dollars is due from us to England and other foreign countries. This heavy debt rests in the first instance on our importers and other merchants, but it must in the end be paid by those who consume the goods. They are the ultimate debtors. Large as this balance is, another year of prosperity would have been sufficient to wipe it off, had not a commercial revulsion in Great Britain and a sudden change of policy on the part of the Bank of England interrupted the previous course of trade between the two countries. Our merchants, expecting to pay at their convenience, were suddenly overtaken by a demand for immediate payment; and that too, when all our exports were greatly reduced in value in the foreign market, and especially cotton, the staple article of exportation, had suffered a depression of one half its former price. We have in this single view of the subject, ample cause for the distress that has fallen upon the country, without charging it to the account of a mal-administration of the government.

"But there have been other causes in operation. There has been an extravagant spirit of speculation and an inordinate appetite for gain. Not less than forty or fifty millions of dollars have been withdrawn from the purposes of commerce and other modes in which it was employed and invested in western lands, cities on paper, and other unproductive property. If this money had been left in its accustomed channels we should at this day have heard but very little about the distress of the country."

"Beyond these general causes which have operated throughout the whole Union it should not be forgotten that the city of New York, the great commercial mart of the United States, suffered the loss of about twenty millions of dollars in a single night by the great fire of 1835. This calamity was much less severely felt at that time than it is at the present juncture."

"If to the considerations which have been mentioned, we add the obvious and glaring fact, that there has been a reckless extravagance of expenditures among all classes in the community, we shall have little occasion to look beyond our own indiscretion for an adequate solution of the present difficulties. The opposition may rail against the government, but the simple truth is that the community are deeply involved in debt, and it will require some little time to pay off balances at home as well as abroad."

The following recommends to Congress to separate the Government from all connection with Banks, and forewarns the Democratic party of the attempts of our enemies to re-establish the U. S. Bank: closing by showing that the course of the Democratic party is yet, what it has ever been, as much opposed to radicalism, loco-focoism, nullification, &c. on the one hand, as it is to federal whiggery on the other.

"Congress will soon assemble on the call of the President, but we fear little good will result from their coming together. The violent and factious spirit which has characterized the course of the opposition in that body for the last few years, indicates a readiness to sacrifice all the great interests of the country to the acquisition of political power. While by factious movements and their interminable tirades against the government, they are sometimes able to defeat the wisest measures of public policy, they nevertheless, hold the majority responsible not only for all that is done, but for all that is omitted in the way of legislation. Congress, however at this time, can do but little to relieve the country from embarrassment.—The efficient remedy is with the people themselves. Prudence, industry and economy, will soon set all things right, and work a revolution in our condition which no legislation can accomplish. Still, we hope Congress will adopt two measures which we deem of the highest importance.

"And first of all, the public revenue should be so regulated as not to draw more money from the people than the public exigencies require. In addition to the financial wastefulness and absurdity of collecting money from the citizens to be returned again to their pockets in the shape of deposites or loans, we have already had experience enough to know that an accumulation of money in the Treasury for that purpose is any thing but a blessing. Next in importance to this measure, we regard that of effecting a total divorce between the general government and all banking institutions. We wish to see this separation, not because we doubt that banks may be useful to the government as fiscal agents in collecting and disbursing the public revenues, but because experience has demonstrated that the public welfare will be best promoted by keeping the affairs of the general government entirely distinct from the moneyed institutions of all kinds. So long as banks remain the depositories of the public funds, they will not cease to encounter the unmitigated hostility of the opposition. And besides this, banks are stimulated to overaction by large deposites, especially when, as is the case with the public money, they are required to pay interest on such deposites. The legitimate province of banks is to aid the enterprise and the skill of individuals.—

"They enable the merchant to purchase and send to market the surplus products of the farmer, the mechanic and the artizan, and they will best answer these ends, and in their influence be most salutary and healthful to the country, when totally severed from partisan measures and political influence. Their connection should be with business, not with political affairs. The citizens of this country will never tolerate the influence of organized wealth upon their public councils, and on the other hand, institutions which were designed solely for individual accommodation, should never be entangled or embarrassed by partisan conflicts. The true policy of the general government, as well as the best interests of the local institutions, point to an entire separation; and we sincerely hope that the measure will be adopted at the next session of congress If the revenue is kept down to the standard of the public wants, the funds may be preserved and disbursed, as well as collected by public agents. We want neither national nor state banks for the purpose of carrying on the business of the general government.

The committee cannot close this address, without reminding their democratic friends that the United States Bank is still in the field of political warfare.—Although at one period it affected to have become weary of the contest, and signified the intention of yielding to the will of the people, we have seen that this was but a stratagem; and that this institution, instead of winding up on the expiration of its charter from congress, has found means to obtain a new lease of its extraordinary powers from a state.

"If any one supposes that this institution was re-chartered for the State of Pennsylvania alone, he deceives himself It has already purchased several local institutions in the south and southwestern states, to serve as branches until it can again command a national charter, and once more spread its vulture wings over the whole Union And can it be supposed that New York has been entirely overlooked in the partisan plans of the bank? May not seeds of discord sown among us, produce the same fruits that they have yielded in another State?

"There can, we think, be no great difficulty in tracing the footsteps of the Bank within our borders. When we call to mind the published evidence that this institution paid $20,000 for the purchase of one press, $10,000 for another, and $52,000 for a third, all of them at the same time claiming to be thoroughly democratic, we need not be astonished at the fact that within the last few years, papers have sprung up in different sections of the State, which, while they professed attachment to the democratic party, have been industriously employed in exciting jealousy and distrust among its members. We need not be astonished that new laborers have attempted, and in some of the counties not entirely without success, to stir up sectional animosities, alienations between political brethren, and hostility against the state institutions. When we recollect what has been done elsewhere, and the end which such things are designed to accomplish, we need not be astonished to find papers still professedly democratic, assailing prominent republicans with opprobrious epithets, and ready for an open co-operation with the enemy, whenever a division can be effected in the democratic ranks. If we are wise, if we are properly admonished by the temporary victory achieved over the democracy in a Sister State, we shall not suffer ourselves to be cut up and conquered, *either by false friends or open enemies.*

"In this connexion, we cannot forbear to notice the spirit of radicalism which is employed and at work in one form or another, *to put down the national and state administrations.* If our old opponents do not all openly advocate the ultraism of the day, they are beyond all doubt in close alliance with those who would not leave one stone upon another. To what extremes the modern whigs would go for the attainment of political power, remains yet to be seen. But when we reflect that they sided with the enemy in the last war; that they united with the bank in 1834, in the attempt to destroy all confidence and credit, and thereby prostrate the state institutions, and that they have zealously labored to bring on and aggravate the present unfortunate crisis in public affairs, it is not too much to believe that they do not estimate the blessings of a free government so highly as they prize the acquisition of political power. Although they boast of wealth and have much at stake, it is yet undeniable that they have patronized and acted in concert with a band of agrarians who have undertaken to reduce all things to the level of their own standard.

In one respect our opponents judge well. They know that they must first divide before they can conquer. They also know that banking institutions of some kind, looking to the actual condition of things, are indispensable; and if the state banks can be over thrown, they know that a national bank will rise on their ruins. Hence it is, that they are ready to co-operate with any faction which is benton pulling down state institutions and dismembering the democratic party.

"Shall we suffer ourselves to be taken in the snare which has been laid for our destruction? We answer, no. The democratic party holds no principle in common with the radical spirit which has sprung up in N. York. They are alike opposed to the levelling doctrines of this new school in politics, and the high toned sentiments of the federal party. The democratic party has contended [illegible] for principles, and has never sought the alliance of any [illegible] faction, however imposing its name or its pretensions. It [illegible] maintains at this day, the same middle ground, between the aristocrat on the one hand and the demagogue on the other, which it has occupied in former times. When it can be driven from this position, it will deserve to fall. If it [illegible] be induced to abandon it, then it will be proved that the people are incapable of self government, and either anarchy or despotism will ensue.

Our opponents, since they ceased to have any distinctive principle of action beyond that of hostility to the republican party, have cordially embraced, not only every fragment which has broken off, but every straggler who has wandered from our ranks. They have claimed to be democrats, and people's men; formed alliances with Anti-masons, Working-men, Nullifiers, Native Americans and radicals; and by such means they have sometimes gained a local, though temporary triumph.

Although there is very little of the radical spirit in the country, there may nevertheless be found individuals in almost every county who hang loosely upon the skirts of the democratic party;—MEN, WHO, IF NOT ALREADY ENLISTED IN THE SERVICE OF THE ENEMY, CAN BE MADE INSTRUMENTS TO DO HIS WILL."

From the St. Clair Gazette.

INTERNAL IMPROVEMENT SYSTEM.—Mr. Smith, the Engineer of the Southern District, having, through his indefatigable industry, progressed in the location of the Mt. Carmel and Alton Rail-road, far beyond the expectation of the most sanguine friends of the system, according to the unevenness of the ground, and the difficulties he had to surmount in the country he has arrived at, or near Salem—after which he will have but few difficulties to encounter, in consequence of the levelness and openness of the prairie country: it is, therefore, believed and confidently expected that the location of said road will be finished in about a month—immediately after which time, as we have understood, it is the intention of the commissioner of this District, in accordance with the indefatigable and persevering Murray McConnell, who will be a party concerned as to the location in that case, intends having the Rail-road from Alton to Hillsboro' as far as Upper Alton, at least, located, and immediately put under contract for completion, as it is believed will become one of the most productive parts of the Rail-road operations for the benefit of the state, according to the distance, say two miles, that ever will be established. Therefore, there can be no mistake as to the good judgment of the commissioner aforesaid, relative to the practicability of the same—and we have also understood that it is the intention of the commissioner of this Judicial District to put in it hand, as early as any possible encouragement can be given relative to obtaining funds for the purpose thereof, a contract for the completion of the Mt. Carmel and Alton Rail-road, at least as far as from Alton to Carlyle. Should this be the case, and that much of the road be completed, it will doubtless make Alton a flourishing city, and Carlyle a place of deposite and commerce of no inconsiderable importance, by collecting the whole trade of the Clark Prairie country to that place as a depository—and from thence to Alton.—Hence the citizens of the interior of Illinois will not have to weary their oxen and horses to death, hauling produce to St. Louis for so many miles, as tributaries to those who thank them not for their custom.

In fact, as respects the commissioner of this Judicial District, and as far as we have heard, as respects himself and his associates, they are determined to carry out the system of Internal Improvements in which they are engaged in that economical and energetic manner which the law contemplated without defalcation.

We would, therefore, say to foreigners, who are enterprising and industrious, "come to Illinois, for it is the garden spot of the world," where no family ever did, ever will, or even can, suffer for any thing to eat, drink, or wear, who are blessed with health, and use half-way industry and economy—and if really industrious and economical, prosperity will pour in upon them so copiously, that it will be with great difficulty they can preserve it—which has been verified to our knowledge in a thousand instances in this country. Therefore, come to Illinois, if you wish to be prosperous, happy and independent.

Mr. Gilpin is now with Col. John Thomas as an assistant surveyor, locating the Road from this place to Vincennes; and we are warranted in saying that, as soon as the location may be completed, the part between Vincennes and Embarras (for the improvement of which $30,000, has been appropriated,) and that part in the little Wabash bottom, (for the improvement of which $15,000, has been appropriated,) will be immediately let on contract by Gen. Alexander, the commissioner of the district, and will no doubt, be completed this fall; and no doubt that several other parts of the great and important western mail route will, in the most early and efficient manner be attended to by the commissioners, as the first moneys are appropriated for that purpose—and it is believed that Congress at the present session, will at least, co-operate with the state, and appropriate funds to complete and carry out the improvement of the great Western Mail Route, from Vincennes to St. Louis, a road upon which money could not be better laid out for the public and private accommodation of individuals in general.

We, therefore, have no doubt, if the present sagacious, honorable, high minded Post Master General, who knows all about the practicability of the measure, will recommend to Congress an appropriation to aid in effecting the same, that it will be done by that honorable body, without hesitation, at least to the same amount which Illinois has appropriated, which is two hundred and fifty thousand dollars.

Lieut. Freeman, chief Engineer of the Central Rail Road, is now at the mouth of the Ohio, prepared with every necessary equipage, company &c. to commence the location of the Central Rail Road from Cairo to Vandalia, as soon as the surrender of the charter of the company of said road may be submitted to the commissioners in accordance with the law establishing the system of Internal Improvements. Therefore, if the commencement of said Road has been somewhat retarded, we assure the public that it has not been by default of the commissioners having the management of the same; but in consequence of the charter not having been surrendered in due time, and in due form, according to law by those who have the power to do so, and who have made great pretensions that they were in favor of the State doing the whole work, and receiving the benefits thereof as far as respects the income of tolls, &c.

Therefore, if this great and most important work, the greatest the Western world will have ever witnessed when finished, should be retarded in any manner whatever, this we say, let the blame fall upon the shoulders of those to whom it belongs—and not upon the commissioners of the Southern District, who we know to be too vigilant to neglect any thing that falls within their control that will, in the opinion terminate for the public good, or be their duty to perform.

TO THE EDITOR OF THE REGISTER.

SIR—Having become a candidate for the office of Probate Justice of the peace, of Fayette county, and having two honorable competitors, the friends of Mr. Flack say that I was brought out for the purpose of electing Mr Gorin, and some of the friends of Mr. Gorin say that I was brought out for the purpose of electing Mr. Flack; sir, will you do me the justice to state through your paper to the people, and let them know that I was a candidate for the office named before Mr. Flack was brought out, and without knowing whether Mr. Gorin was a candidate or not. I believe a good many, both in town and country, know very well who was brought out for the purposes abovenamed, if any body.

JAMES HANKINS.

TO WM. WALTERS.

I take the liberty of saying to the people of Fayette county, in relation to the above accusations that have been conjured up, and told to injure my election, that I do not belong to any man or set of men whatever; I think that any man or every man has a right to be a candidate that wants to, without consulting or asking leave of any set of political knaves. I therefore, state that I am a candidate for the office of probate justice of the peace, entirely upon my own hook, and it is for you to say fellow-citizens, whether or not I am worthy of your confidence; with it I will leave you, and let your decision be what it may, I will submit to it.

Your Fellow Citizen,
JAMES HANKINS.

STATE OF ILLINOIS,
Montgomery County, in the Circuit Court.

James Brooks, vs Mary Brooks, } Petition for Divorce.

THE said Mary Brooks is hereby notified, that said James Brooks has filed an affidavit in the Clerk's office of said court, setting out that the said Mary is not now a resident of this State; and the said James has filed in said office, against the said Mary a petition for a divorce. Now, if the said Mary shall not appear at the next term of said court, to be holden in Hillsboro' on the fourth Monday in September next, and put in her answer to said petition, the same will be taken as confessed against her, and a divorce decreed accordingly.

HIRAM ROUNTREE, cl'k.
JOSIAH FISK, Solicitor for complainant.
June 21, 1837. [july 22,]

Illinois Legislature.

SPECIAL SESSION.

Thursday, July 13. 1837.

SENATE.—Mr. Servant from the committee on Finance, reported a bill entitled "an act to suspend for a limited time certain laws in relation to the banks of this State." Read twice, laid on table and ordered to be printed.

Mr. Owen from a select committee, reported a bill to locate a state road from Apanoovo to the Drowning fork of Crooked Creek, and to vacate part of a State road. Read, and ordered to a second reading.

Mr. Servant from a select committee, reported a bill to amend the "act incorporating the Kaskaskia bridge company." Read, and ordered to a second reading.

Mr. Allen of Green introduced a bill for an "act to re-locate the county seat of Calhoun county. Read and ordered to a 2d reading.

Mr. Pruyne introduced a bill to repeal an act in relation to schools in township thirty-nine north, range fourteen east. Read, and ordered to a second reading.

Mr. Bond introduced a bill for an act for the benefit of a person therein named. Read, and ordered to a second reading.

Mr. Bond offered a joint resolution to adjourn on the 24th inst., which lies one day.

Several bills were read a second time and ordered to a third reading.

Mr. Hamlin's resolution fixing the hour of adjournment of the Senate, was taken up and adopted.

Mr. Hacker's resolve relative to the Governor's message was taken up and adopted.

The resolution of Mr. Browning, calling on the Treasurer for certain information, was adopted.

A message was received from the Governor announcing that a vacancy had occured in the judgeship of the first circuit, by the resignation of Stephen T. Logan.

Mr. Bond offered a joint resolution requiring more minute information from the Board of Public works, in regard to their acts, to be reported to the Governor. Lies one day.

Mr. Weatherford introduced a bill for an act to amend "an act to change the name of Watson James Philley," approved 16th June 1837. Read. Adjourned.

HOUSE.—Petitions were presented by Messrs. Hardin and Wyatt, which were referred.

Mr. Stewart from the committee on petitions reported a bill concerning State roads. Read twice and ordered to a third reading.

Mr. Wyatt, from the committee on petitions, reported a bill to vacate part of a State road between Beardstown and Springfield. Read twice and ordered to a third reading.

Mr. Richardson, from a select committee, reported a bill to change the name of the town of Centreville. Read twice, and ordered to a third reading.

Mr. Voris, from a select committee, reported a bill to vacate certain town plots. Read twice and ordered to a third reading.

Mr. Reddick, introduced a bill to locate a state road from Nelson in Shelby county to Le Roy in McLean county. Read twice and ordered to a third reading.

On motion of Mr. Minshall, it was resolved that the Finance committee inquire into the expediency of providing for the more effectual collecting of debts due by the Bank of Illinois at Shawneetown.

On motion of Mr. Witt it was resolved, that the Secretary of the Board of Internal Improvement be directed to communicate to this House the number and names of all the clerks, engineers, &c., employed by the board, and their per diem.

Mr. Smith of Madison proposed a resolution for the adoption of a system in reference to common schools; which was not agreed to.

Mr. Pace moved a joint resolution that the two Houses on the 14th at 4 o,clock go into the election of a Judge of the first Judicial circuit.

On motion of Mr. Atwater, it was

Resolved, that the Governor be requested to communicate whether he has recognised [illegible] Bureau as a county.

Mr. Minor, from a select committee reported a bill to re-locate part of a state road in Edgar county, which was read twice and ordered to a 3d reading.

Mr. Carpenter introduced a bill to amend an act entitled "an act to amend an act prescribing the mode of summoning grand and petit jurors, and defining their qualifications and duties. Read twice and referred to the committee on the judiciary.

The engrossed bill legalizing the location of the state road from Knoxville to New Boston, was read a third time, passed, and sent to the Senate for concurrence.

On motion of Mr. Ewing the vote referring the State Bank bill to a committee of the whole, was reconsidered; and the bill being under consideration,

Mr. Shield moved to strike out all after the enacting clause and insert a substitute which he offered, which was laid on the table and ordered ro be printed,

Mr. Dawson introduced a bill to re-establish a certain road therein named, Read twice and ordered to a third reading,

2 O'CLOCK P. M.—A message was received from the Governor, by A P Field, Secretary of State, concerning the increase in the salary of the Warden of the Penitentiary while a member of the House, and also the increase in the salary of the judicial circuit judge while a a member, which in the opinion of the Governor was a violation of the constitution.

Mr. Ewing moved that so much of the message as concerns the constitution be referred to the committee on the judiciary, and Mr. Elkin moved that so much as relates to the penitentiary. Both motions agreed to.

The Speaker laid before the House a commucation from the Auditor and also from the Treasurer, of which 500 copies were ordered to be printed.

Mr. Ewing introduced a bill to repeal certain laws relating to the permanent location of the Seat of Government, which was read twice, laid on table and ordered to be printed.

Mr Hardin from a select committee, reported a bill in relation to the county of Cass; read twice and ordered to a third reading.

Mr Leary from a select committee, to which had been referred the petition of Francis G. Blanchard, and other citizens of the City of Chicago, reported a bill. Read twice and ordered to a third reading.

Mr Richardson from a select committee, reported a bill for an act to change a State road leading from Rushville to Carthage. Read twice and ordered to a third reading.

Mr Lincoln from a select committee, reported a bill for a State road from Beardstown to Petersburg, Read twice and ordered to a 3d reading.

Mr Wyatt from the committee on petitions, reported a bill to change the names of Thomas Sanders and Francis Hooks. Read twice and ordered to a third reading.

Mr. Williams introduced a bill relating to State's Attorneys. Read twice and ordered to a 3d reading.

Mr. Wyatt from the committee on petitions, reported a bill to amend an act entitled "an act to incorporate the town of Carlinville." Read twice and ordered to a 3d reading.

Adjourned.

A Runaway Match.—The Deposite Banks after having heard so much about the beauty of Aunt Sally's daughters, gold, silver and copper coin, became so enamored with their charms, that they thought it a good time to jump the hickory broom stick, get married to them, and clear out, saying, "cursed be him that parteth man and wife."—*Belleville Ga-*

OF THE FOU

A large portion of th[...] Van-dalia joined with their fello[...] of the county in partaking of a [...] about six miles from town[...] arrangement of Messrs. Hock[...], and Martin. At one o'clock the gentlemen and ladies were formed in procession by Col. Hickman, Col. Black and Col. Stapp, who acted as Marshals of the day, and moved to the arbour, where the Declaration of Independence was read by Col. James W. Berry; Col. Greenup acted as President, and Lemuel Lee as Vice President of the day. The company then partook of an excellent Barbacue dinner, after which the ladies retired to the arbour and joined in dancing; and after the cloth was removed the following toasts were drank amidst much cheering, and throughout the day nothing occurred to interrupt the harmony and good feeling which the company enjoyed.

TOASTS.

1. The 4th day of July, 1776, which we this day commemorate; the sages and heroes who declared and defended the principles of our Independence, were matchless in wisdom and glory.

2. The Constitution of the United States, the most stupendous fabric of human wisdom.

3. The memory of the heroes and statesmen of the American Revolution: their actions yet live in the bosoms of fifteen millions of freemen.

4. The Executive, legislative and judicial departments of our Government: we have confidence in the ability and patriotism of those who are in the exercise of the powers delegated to them.

5. The Army and Navy:—When they meet the enemy they make them our friends.

6. The motto of the State of Illinois, "State Sovereignty, National Union:" we declare it [...] maintained.

7. The several sovereign States of the Union—Let their sons and daughters unite with our sons and daughters and the union of the States will be preserved.

8. The United States' Treasury—Let there be no more entangling alliances with Banks.

9. The Texians—May their struggles for freedom and independence be crowned with success and glory.

10. The President of the United States and Heads of Departments—The people loo[k] to them to sustain those principles advocated by a Jefferson, a Madison, and our illustrious Ex-President.

11. Republicanism throughout the world—May tyrants learn wisdom from what they have seen of democracy.

12. In the freedom of elections our rights and liberties are safe. Education is the surest means of preserving the freedom of elections: let it therefore be fostered throughout the land.

13. The fair sex—None fairer than our prairie lasses.

VOLUNTEER TOASTS.

By Gen. W. L. D. Ewing—My constituents—like John Randolph's, there are none like them—independent, free, noble and generous to their public servants.

By James Hankins, Esq.—May the Simon Pure democrats of Fayette county no longer deceive their political brethren.

By Wm. Prentiss—Thomas H. Benton and his "Mint Drops"—Midas standing on his golden banquet.

By James M. Peery—Illinois, the fairest of its sister confederates in soil: may she remain the strong key in the arch of Democracy.

By Col. J. Black—American patriotism, American enterprize, American hospitality, and the American fair: the three first is conceded to us by the world, and we defy the world to equal us in the last.

By Lemuel Lee—Fayette county: equal and inferior to none: her weight will be felt in the approaching legislature.

By Abner Johnson—[...] the People; let the character of their defence be an animated moderation that seeks only its own, and will not be satisfied with less.

By John Helm—Gen. Jackson; the last of the revolutionary line, and only the second.

By Col. T. B. Hickman—The illustrious Jefferson and our patriot fathers who acted with him: may we never prove their degenerate sons.

By Col. E. C. Berry—The farmer; "they who by the plough would thrive, must themselves *hold* or drive.

By James Haley—Peace on earth and good will to man. The farmer is the support of the political as well as all other interests of our country.

By Henry C. Waterman—The National Road—a national undertaking; the people of the State of Illinois are desirous of its speedy completion.

By Thomas S. Pippin—The youth of our country—may they be as good patriots and republicans as their fathers.

By John Davidson—The mechanics of our country: the strong lever by which every other interest is moved and put in motion.

By Col. Chas. Prentiss—Union and harmony among the democratic party, should be the paramount object, and for which we should sacrifice every thing but principle—let the watch-word be in the language of Benton, "every thing for the cause, nothing for men."

By Thomas R. Gatewood—Freedom; 57 years have seen me a freeman, and ninety-nine times fifty-seven years would find me the same, and not to be a slave to a tyrant.

By Capt. Jefferson Hankins—The brave, independent and free; the heroes of the American revolution.

By Thomas Crickman—Union and harmony among the political parties of our country: may the aspirants of political divisions cease and this be the reign of peace in the land.

By Capt. Henry Eccles—May the fair daughters of America at all times bestow their smiles on the republicans, and their frowns on the blue light federalists.

By Thomas Gatewood—That liberty that our forefathers gave to us: we will forever protect it.

By William Prentice, jun.—May we as a free people, amidst the clash of parties, enjoy the smiles of heaven as those of our best interest.

By Mr. Mitchell—The Hon. Wm. Kinney, President of the Board of Public Works, a staunch, firm, uncompromising and straight forward democrat, who cannot be seduced by the arts of flattery or intimidated by the frown of power.

By Col. A. Flack—The Hon. Wm. Kinney, President of the Board of Public Works, a democrat of the old school, firm in his purpose, honest in his intentions.

The people of the State of Missouri are opposed to *all banks*. So are we. But let us not be misunderstood. When we say we are opposed to all banks, "we speak after the manner of men." We mean that we are opposed to national or local banks as constituted in this country. The bank of the State of Missouri is different from all others. No more bills are to be issued than can be paid for in silver in five minutes, if the money can be counted that soon, and no smaller bill than $20, to be put into circulation. This secures a specie currency, and secures the solvency of the bank. Of course, when we express our opposition to the banks, we refer not to ours, but to the miserable paper manufacturers scattered over the country.—*Missouri Argus.*

INTERNAL IMPROVEMENT.

GREAT WESTERN MAIL ROUTE—ILLINOIS.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS will be received at the Office of the Southern District, at Belleville Illinois, up to the 15th day of August next, for grading and forming road, for Macadamizing Levees, for building several culverts and drains, with other incidental work on that part of the Great Western Mail Route between Belleville and Illinois City, a distance of 14 1-2 miles.

Drawings of the several structures and specifications of the kind of materials and manner of construction may be examined at the Office at Belleville, and such other information as may be required relative to the divisions of Sections, restrictions as to time, &c., can be had by applying either to said office or to Richard A. Gilpin, assistant Engineer.

The prices for the work must include the expense of materials necessary for the completion of the same according to the said plans and specifications.

Moderate security will be required for the performance of contracts, and all propositions must be accompanied by the names of persons signifying their assent to become sureties.

Persons desirous of taking contracts are requested to examine the line of work as located and staked out they are moreover referred to the sections 14, 15, 16, 17, 54, 55 of the law to establish and maintain a general system of Internal Improvements, as it is intended to let all contracts with a view to those provisions.

Owing to the great importance of the above road, as connecting the flourishing town of Belleville with St. Louis, and being the great thoroughfare for the travelling community both of this and other States, it is of the utmost importance that the contemplated improvements should be completed as soon as possible; all proposals will, therefore, be examined, and contracts entered into immediately after the said 15th day of August.

The healthy, fertile and populous nature of the country, its near neighborhood to Belleville and St. Louis, and the fact of a road already existing along the whole line, present such facilities for the execution of the work, that all contractors will be expected to bind themselves to specific times for the performance of their contracts.

The acting Commissioner reserves to himself the right of accepting or rejecting proposals that may be offered, should he think the public interest to require it.

WILLIAM KINNEY,
Acting Commissioner of the 2d Judicial District.

N. B. All proposals to be endorsed on the outside "Tender for Contract." 115Aug.

Belleville July 5, 1837

☞The Illinois Advertiser, Shawneetown; Illinois State Register, Vandalia; Springfield Republican; the Alton Spectator; Gazette and News, Jacksonville; Chicago Democrat, Argus, Quincy; Missouri Republican, Louisville Advertiser, and Springfield Journal, will publish the above advertisement five weeks, and forward their bills to the office of the Southern District.

Belleville, July 5, 1837.

☞ POSTSCRIPT.—18th July.—The time of receiving proposals in the above advertisement, is postponed until the 25th August, and the security required from bidders, as above, is dispensed with.

☞ Papers which have inserted the above advertisement will please also notice and insert the postscript.

A LIST of letters remaining in the post office at Mount Vernon, Ill., on the first day of July, 1837, which if not taken out within three months will be sent to the General Post Office as dead letters.

Any, Francis	Hogg, James
Adams, Jane	Ham, Frances
Alexander, Walter	Jarrod, Joshua
Allen, Eliza	Jarrod Wm.
Burgess, Jonah	Johnson, Geo. or John
Boffington, P. C.	2 Jones, James J.
Bean, Walter	2 King, John
Bean, King	Killa, Joseph
Borwell, James	Keneday, Arthur
Brown, Richard	2 Leonard, C. F.
Boswell, John	Morrow, John
Boswell, Samuel	McConnell, Burrell
Braly, David	Morrison, John
Bowman, James	Neff, John
Bidock, Samuel	Overbury, Lemuel
Clerk C. C. Court	Osborn, Philip
Casey, F. S.	3 Parks, Elizabeth
Carroll, James	Parks, Mary Jane
Cooper, John	Potut, Albert
Cole, Lewis	2 Pierce, Henry
Copple, John	Pace, Chas. F.
Coulson, David	Rice, Enoch
Congell, Martin	Riaguay, E. H.
Davenport, Mary Ann	Randall, Peyton
Davenport, J. S.	4 Stacy, George
Dees, J. M.	Scott, John
Donoho, Wm.	Stripes, Hervey
Duckworth E. or G. W.	Smith, J. W.
Finch, Wm.	Tulitty, Sarah, or John Leo.
Glover, Levi	Wineberly, Elijah
Gibberson, W.	2 Wills, Barney E.
Hirons, John	Witherspoon, N. G.
Hull, John	Williams, John J.
Firous, James	Wills, Henry
Hicks, Frances	

july 21— D. BAUGH, P. M.

FRESH GROCERIES, &c.

JUST RECEIVED, AND FOR SALE.
1 hhd. N. O. sugar, 8 sacks green Hav. Coffee,
3 barrels loaf sugar,
1 pipe J. Duppy's best cogniac brandy,
3 bbls American do , 1 bbl. best holland gin,
1 cask Bordeaux claret wine, 1 bbl old madeira do.
1 bbl. port do., 1 do. malmsey madeira, do.
4 baskets champaigue do. superior brands,
10 barrels Pittsburgh porter,
3 boxes Philadelphia ale and porter,
1 do. of champaign cider, 2 barrels of wine vinegar,
1 do. s. h. molasses. 4 do. dried apples & peaches.
1 do. rue, 4 do water & butter crackers,
1 dozen Sherry brandy, 2 lemon syrup,
1 box fresh lemons, 1 do pine apple cheese,
10 do. raisans, 1 keg zants currants,
1 bag paper shell almonds, 1 do. English walnuts,
1 do. filberts do., 1 do. brazeil do.
4 boxes imperial, gunpowder & young hyson tea,
12 cannisters do. for family use,
6 boxes sperm candles, 6 do. tallow do.
2000 principe cigars, 2 boxes razor soap,
1 do. pipes, 20 dozen smoking tobacco,
75 pounds candy assorted, 20 cannisters Balt. oysters,
12 cannisters sardines, 1 do walnut catsup,
6 boxes herring, 1 dozen anchonies
250 lbs. of bacon hams, 2 kegs Dupont's rifle powder,
6 cannisters eagle extra fine rifle do.,
Shot, assorted sizes, bar lead and lead pencils,
Bed cords, 8 by 10 and 10 by 12 window glass,
Pint fla ks, ½ & ¼ pint flint tumblers.
4 bbls. [...], 1 do. alcohol, 1 do. turpentine,
Winter strained sperm oil, [linseed] oil, white lead,
Paints, red wafers and sealing wax,
Quills & steel pens, red and black ink,
English mustard, tooth brushes and powder, tin ware,
Ground alum, Liverpool blown and Keahawa salt,
Glass toys, assorted dolls and doll heads,
Cigar tubes, razors and pocket knives,
Fine tooth pocket, redding and tucking combs,
1 case mens fine brogans, 2 dozen boys do.,
1 dozen mens kid dancing pumps,
2 do. b ys coarse brogans, 50 lbs. candle wick.
3 barrels white lime.

EBENEZER CAPPS.

Vandalia, July 14th, 1837.

MAIL CONTRACTS.

APPENDIX.

Proposals also are invited for supplying the following offices, at a sum to be named, and subject to the condition of not exceeding the nett proceeds of the office:

IN ILLINOIS.

Chrystel Lake to be supplied from McClure's Grove, miles and back; once a week.

Ellisville to be supplied from Chicago, 30 miles and back once a week.

Genoa to be supplied from Sycamore, miles and back once a week.

Hadley to be supplied from Juliet, 9 miles and back once a week.

La Fox to be supplied from Aurora, 8 miles and back once a week.

Payson to be supplied from Quincy, 7 miles and back once a week.

Prophetstown to be supplied from Dixon's Ferry, 25 miles and back once a week.

Rock River Rapids to be supplied from Gap Grove, miles and back once a week.

Sycamore to be supplied from Napiersville, miles and back once a week.

ESTRAYS.

TAKEN UP,

BY Thomas Burnham, at his premises in Western precinct, in the county of La Salle, a chesnut sorrel mare, about ten years old, and about 15 hands high, without any natural marks, has some saddle marks on each side, and the hair chafed off on the right fore leg between the pastern joint and knee: appraised at $55, by Anthony Pitzer and Conrad Seabough, on the 8th day of July, A. D., 1837, before Lorenzo Leland, a justice of the peace in and for said county.

july 21. J. CLOUD, cl'k.

TAKEN UP,

BY John Chapman, one brown mare; appraised to 25 dollars: both hind feet white, saddle marks on the back, some blind of both eyes, supposed to be from 9 to 11 years old; before A. Lindsey, j. p. April 20, 1837.

july 21. C. R. MATHENY, cl'k.

TAKEN UP,

BY Obadiah Short, Sangamon county, one dark brown horse, supposed to be 14 or 15 years old, with a blaze in the forehead, no brands except some saddle marks, with the left fore foot white up to the pastern, about 14 hands high; appraised to $25, before William Armstrong, j. p. April 25, 1837.

july 21, C. R. MATHENY, cl'k.

TAKEN UP,

BY C. Newcomer, in Sangamon county, a dark bay horse, with a star in his forehead and a snip on his nose, his right hind foot white, and has a scar on the inside of his right thigh, supposed to be seven years old, and 14 hands and three inches high; appraised to $60, before James M. Shackelford, May 22, 1837.

july 21. C. R. MATHENY, cl'k.

TAKEN UP,

BY Elias Copenbarger, one light bay horse, supposed to be five years old, a small star in the forehead and a snip on the nose, left hind foot white, appraised to $40, before John C. Thompson, April 1, 1837.

july 21. C. R. MATHENY, cl'k.

TAKEN UP;

BY Thomas Cowell, a bright bay mare, star in her forehead, with white running downwards, foretop crossed, near hind foot white, the off fore foot has no shoe, about 15 hands high; appraised to $45, before J. Dawson, j. p. April 19, 1837, C. R. MATHENY, cl'k.

july 21

TAKEN UP,

BY John Miner, one black horse, with a star in his forehead and snip on his nose, left hind foot white, gray under his mane and over his eyes, shod all round, a nick on the point of the right ear supposed to be 20 years old; before Wm. D. Morris, j. p., March 17th, 1837.

july 21. C. R. MATHENY, cl'k.

TAKEN UP,

BY Richard Quinton, Sangamon county, one iron gray mare, four years old, fourteen hands one inch high, no marks or brands perceivable, appraised to $50 before Wm. B. Carter, j. p.; April 20, 1837. C. R. MATHENY, cl'k,

july 21

TAKEN UP,

BY C. Harris, Sangamon county, one brown horse, supposed to be four years old this spring, fifteen hands high, no brands; appraised to $60 before John Rape, j. p. April 15, 1837,

july 21. C. R. MATHENY, cl'k.

TAKEN UP,

BY Zebulon Sargent of Macon county, one bay horse, with black mane and tail and black legs, full fifteen hands high, 5 years old. Appraised to $80. And also, one mare, of a color between an iron gray and a roan, dark mane and tail, and dark legs, with two white spots on the right side of her back and one on the left behind the right eye, about 14½ hands high, supposed to be 5 years old; appraised to $40 by Henry Snyder and John Finley, before me this 20th day of June, 1836. Charles Emerson, j. p.

atteste: [july 21,] C. M. GORIN, cl'k.

TAKEN UP,

BY Robert Hill of Iroquois county, Illinois, a chesnut sorrel mare, about seven years old, about fifteen hands high, a blaze face, and both hind feet white; appraised to forty-five dollars bo Marcus Thomas and Samuel Murray, before Isaac Courtright, esq., on the first day of July, 1837.

attest: [july 21.] H. NEWELL, cl'k.

TAKEN UP,

BY Allertson Smith, Sangamon county, one sorrel horse, with a blaze face, turning on the right nostril, left hind foot white, has the appearance of having been carded on the left hind leg, about 15½ hands high, supposed to be 6 or 7 years old, flax mane; appraised to $55, before M. K. Anderson, March 6, 1827.

july 21, C. R. MATHENY, cl'k.

TAKEN UP,

BY James Taylor, one black horse, left hind foot white above the first joint, supposed to be four years old this spring, about 15½ hands high, no other marks or brands perceivable; appraised to $50, by Lindsay Lake and Gilbert Rusk, before Thomas Pogue, j. p.

attest: DENNIS ROCKWELL, cl'k.

july 21.

TAKEN UP,

BY George Roderick, living in township 34 n. r., 9 east, in the county of Will, on the 29th day of June, 1837, one light bay horse, five years old, nearly 15½ hands high, with a black mane and tail, black legs, the right hind foot and half of the left hind foot white, and a scar behind the left shoulder; appraised before me by John Frazier, Charles Longwain and Elias Brown, at the sum of sixty dollars: John T. Busy, j. p. June 29, 1837.

july 21. LEVI JENKS, cl'k.

TAKEN UP,

BY James Johnson of Perry county, Illinois, a bay mare, 12 years old, fourteen and a half hands high, had on a large bell with a crack in it, the collar pieced with new leather, the mare is supposed to have the stiff complaint. Appraised, July 8th, 1837, before Samuel Hawkins, j. p. to five dollars.

july 21. [...] JONES, clk.

TAKEN UP,

BY Arad L. Ross living in or near Marshall's Prairie, Jackson county, Illinois, one brown horse, has a star in the forehead and snip on the nose, some saddle spots and a lump on the back, supposed to be six years old last spring, is fifteen and a half hands high, and was appraised to sixty dollars on the 24th day of June, 1837, by S. D. Smith and Joseph Gill, before John Mayfield, j. p.

july 21 D. H. BRUSH, clk.

TAKEN UP,

BY Isaac Clark, jr., a roan horse, supposed to 14 years old, 14 1-2 hands high, some saddle marks of the gears, branded on the left shoulder and thigh with the letter S; appraised at 25 dollars. Also a bay mare with a star in her forehead and snip, both hind feet white, 14 hands high three years old; appraised 9th June, 1837, at 35 dollars before Thomas S. Jenkins, j. p.

STEPHEN DEWEY, clerk.

july21

TAKEN UP,

BY Barnam Whiten, living in town. 5 N. R. 4 E. in Fulton county, a bright bay mare, 14 1-2 hands high, supposed to be 10 or 11 years old, fore feet white, the right fore foot brown on the inside, the right hind foot white above the pasture joint, a small star in her forehead. Appraised 21st June, 1837, at 10 dollars before Elijah Wilcockoon j. p. STEPHEN DEWEY, clerk.

july21

TAKEN UP,

BY Amos T. Potts, of Fulton county, a bright bay horse with black legs, main and tail, some deficient in his shoulders, 8 years old, 14 hands high; appraised 21st June, 1837, at 25 dollars before Thomas S. Jenkins, j p.

july22 STEPHEN DEWEY, clk.

TAKEN UP,

By Jesse Ogden, four miles south of Paris, Edgar county, Illinois, a bay horse, thirteen hands high, roach main, tail bobbed, left eye out, the left hind foot white, and some white on the right, some saddle spots, a bell on, twelve years old, no other marks or brands perceivable; appraised at 20 dollars, before Thomas Hicklin, Esq., on the 3rd day of July, 1837.

july22 M. K. ALEXANDER, clerk.

TAKEN UP,

BY George Dinney, living on the West Fork of Silver Creek, Madison county, a roan mare, six years old, some red spots on her, about fourteen and a half hands high, a star in her forehead, some white spots on her back, and some collar marks, her main and tail mostly black, and black feet, tail short, branded on the left shoulder, supposed to be the letter S; shod before; no other marks or brands returned; appraised to 60 dollars by John T. Thurston and Willis Reaves before Ephraim Harnsberger, j p June 8th, 1837.

Attest, J. T. LUSK, clk.

july22

TAKEN UP,

BY William M. Clark, living near Chippewa, Madison county, an iron gray mare, four years; she has a rope and chain round her neck, a star in her forehead, about fourteen hands high; no other marks or brands perceivable; appraised to 35 dollars by Moses Seeds and Samuel Flint, before Samuel Squire, j p June 29th, 1837.

Attest, J. T. LUSK, clk.

july22

TAKEN UP,

BY Coleman Washburn, living in Paddock Prairie, Madison county, a sorrel horse 20 years old with a star and snip, about fifteen hands high very much troubled with the pole evil; no other marks or brands perceivable; appraised to 7 dollars by Wm. Tindall and Thomas Ferguson June 21st, 1837, before William E. Star, j p.

Attest, J. T. LUSK, clk.

july22

TAKEN UP,

BY Sheldon Bartholomew, in La Salle county, on the 25th day of June, A. D. 1837, two estray horses, of the following description, to wit: One a light gray horse about sixteen hands high, seven years old past; appraised at sixty-seven dollars and fifty cents. The other, a brown horse, about fourteen hands high, five years old past, with a blaze of white in his forehead, right fore foot white, and the inside of the left hind foot white; appraised at forty dollars on the 29th day of June, A. D. 1837, by John Morgan, Russell Kimball, and Samuel R. Phinney, before Joseph Cloud, j p in and for said county. Attest, J. CLOUD, clerk.

july22

TAKEN UP,

BY Francis Miles, living in Union county, Illinois, one bright sorrel horse supposed to be four years old last spring, twelve and a fourth hands high, has a large blaze in his face, and the left hind foot and leg white above the pastern joint; appraised to 14 dollars Wright Pender and J. W. Miles, before D. R. D. Pender, Esq., on 27th June, 1837, this 8th day of July, 1837.

july22 WINSTED DAIRE [...]

TAKEN UP,

BY Sylvanus Patrick, living in Bayou precinct, Livingston county, Illinois, on the 14th day of June, one fleabitten grey horse, fifteen hands high, his upper teeth long, and comes down over his under teeth, a natural pacer, supposed to be fifteen years old, appraised to forty-five dollars, by Albert Ogden, and Thomas Sawyer, before John W. Reynolds j p., June 16th, 1837.

Attest, A. W. BEARD, clk.

july 21.

TAKEN UP

BY Jesse Rhoads, living in Macoupin county, Illinois, about fifteen miles south west of Carlinville, a bay horse, sixteen hands high, supposed to be nine years old, both hind feet white, a black spot on the left side of his neck, a snip on his nose, and some white hairs in his forehead, shod before, had a belt tied round his neck, with the throat latch of a bridle, no other marks or brands perceivable, appraised to eighty dollars by Josiah Rhyne, and James M. Carson, before John Wilson j p, June 22d, 1837.

Attest: T. P. HOXSEY, clk.

july 21.

TAKEN UP,

BY Henry Bryon, in Union grove Whiteside county, Illinois, two estrays, one a light bay mare, dark mane and tail, almost sixteen hands high, seven or eight years old, with a large hump on the small of the back, marks of the saddle and harness, no shoes on when taken up, appraised at forty dollars, the other a dark brown horse, fifteen hands and one inch high, 12 years old or upwards, small star in his forehead, marks of the saddle and harness, very sway backed, no shoes on, hoofs rough and very much broken, appraised to thirty dollars, by Jonathan Haynes, James Heuton and Horace Heuton; before J. T. Atkinson Esq., June 19th, 1837.

Attest, S. GILBREATH, clk.

july 21.

TAKEN UP,

BY D. M. Maughas, living in central district Adams county, one iron grey horse, supposed to be eight years old last spring, has a red stripe on the left thigh, and has small red specks over his body, mane and tail darker than the body, a snip on the nose, his fore feet has been corked in the hoofs, and about seventeen hands high, appraised to seventy-five dollars, 29th day of June 1837, before P. M. martin, j p.

Attest, HENRY, H. SNOW, clk.

july 21.

TAKEN UP,

BY Bowling Jones, near Bowling Green, Fayette county Illinois, two estrays of the following description, one bay horse, fifteen hands high, hind feet white half way up to his hocks, has the appearance of having the pole evil, star in his forehead, deficient in his right hip, marked with the collar, some white specks on his fore legs, supposed to be twelve years old this spring, appraised to twenty-five dollars, also one iron grey mare, fourteen hands high, seven years old, saddle marked, no other marks or brands perceivable, appraised to fifty-five dollars, by Mark E. Jones and John H. Welch, before Peyton R. Bankson Esq., July 8, 1837.

Attest, JAMES W. BERRY, clk.

july 21.

ADMINISTRATOR'S NOTICE.

THE subscriber and Flora Millikin having taken out letters of administration from the Court of Probate of Clinton county, Illinois, on the estate of Jediah Millikin, deceased, late of said county, requests all persons having claims against said estate to present the same to him or to the Court of Probate of said county for settlement within nine months from the date hereof. All persons indebted to said estate are requested to make immediate payment to the undersigned.

W. J. ROW, Admr. of J. Millikin, dec.

july 21—4w

SCHOOL LANDS FOR SALE.

WILL be offered for sale at the Court House door in Fairfield, Illinois, on the 29th day of July next, the entire section No. 16, in township 3, south of range eight east, in forty acre lots, on a credit of one, two, and three years, with interest from date, by the purchasers giving bond and approved security, and a mortgage on the premises, this 17th June, 1837

june 23 C. WOOD, Com'r.

NOTICE TO CONTRACTORS.

SEALED and separate Proposals will be received by the undersigned, until the hour of 4 o'clock P. M. of the 6th day of September next, at the inn of R. Maury, in the town of Lawrenceville, for the graduation, bridging, and other improvements to be made on that point of the great Western Mail route, from Vincennes to St. Louis, as lies between Vincennes and Lawrenceville, embracing what is commonly called the "Purgatory Swamp." The sum of thirty thousand dollars has been appropriated for the improvement of this division of the road, being about 8 miles in distance; and the work to be let thereupon will consist of earth embankments, to be covered with gravel, and a large amount of bridging and culverts.

Like Proposals will also be received at the inn of C. Ridgway, in Maysville, until the hour of 4 o'clock P. M. of the 8th day of September next, for the graduation and bridging of that portion of the said Mail Route, as lies between the Muddy Branch of the Little Wabash River, and the Main River at M'Cawley's bridge, commonly called the "Maysville Causeway," which is two miles in length. The sum of fifteen thousand has been appropriated for this division of the work. The improvements to be made will consist of heavy embankments, and extensive truss work and other bridges.

Proposals will also be received at the time and place last aforesaid, for the construction of Bridges on the said road, over Fox River, Elm River, Racoon Creek, and the Skillet-fork of the Little Wabash.

Plans and Profiles of the line, and the Drawings of the different constructions thereon, together with specifications of the work to be let, and manner of its execution, will be filed according to law, previous to, and will be exhibited at the time of letting. It is, however, necessary to state at present, that the contractors will be required to make an efficient commencement of the work within fifteen days after the letting, and progress so far with it during the ensuing autumn, as to render the road passable, and in as good condition as practicable, and to have the same completed on or before the 1st day of November, 1838.

The work will be divided into convenient sections, and the bids will be received separately for each section.

Any further information necessary can be obtained by applying to the Engineers on the line, or to the undersigned on the day of letting.

Contracts will be entered into on the evening of the letting, or the following day.

M. K. ALEXANDER,
Commissioner 4th Judicial Circuit.
WILLIAM KINNEY,
Commissioner 2d Judicial Circuit.

july 21—td

☞ The Danville Enquirer, Shawneetown Advertiser, Belleville Gazette, Alton Spectator, and Vincennes Sun, will please insert the above until day of letting, and forward their accounts to the Commissioner of the 4th Judicial Circuit, Paris, Illinois.

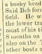
NOTICE TO CONTRACTORS.

OFFICE CUMBERLAND ROAD, }
Vandalia, July 10th, 1837. }

PROPOSALS will be received at this office until the 25th inst. for finishing the grading and masonry, &c., on ten miles of the Cumberland Road, east of Vandalia, or such portion as the amount of the appropriation for the present year will complete.

The contracts will embrace several large bridges and other heavy works. Drawings, specifications, and estimates can be seen at this office three days previous to the day of letting. [july 21.]

100 DOLLARS REWARD.



R[ANAWAY from the sub]scriber, living at Bayou Sara, La., a dark mulatto man slave named Bob, *alias* Robert. He is about 25 years of age, five feet ten inches in height, pretty stoutly built, little round shouldered, knock-kneed, slightly pitted with the small pox, with a bushy head, and the hair inclined to curl.—Said Bob formerly belonged to Mr. Z. Canfield. He was hired on steamboats running in the lower trade for the last 18 months, and most of his time in the cabin. He was about 8 months on the steamer Columbia, and was also on the Teche, the Augusta, and divers other boats a short time, and where he was not known to be a slave, he passed as a free man. He went on the steamer Louisiana in March last, as high as Memphis, and he and the steward there quit the boat. Bob is a very active and intelligent slave, and he has between three and four hundred dollars in money with him, and plenty of fine clothes. I will give the above reward to any person or persons who will apprehend and secure said slave in jail so that I get him.

JOHN M. SMITH.

June 22, 1837.

☞ The Commercial Herald, New Orleans, the Louisville Public Advertiser, Cincinnati Republican; the official paper, Detroit, the Western Sun, Indiana, the official paper, Vandalia, Illinois, St. Louis Republican and Pittsburgh Gazette, will please insert the foregoing advertisement once a week for three months forward me their papers during its continuance, and send their respective accounts to the postmaster at St. Francisville, and they shall be paid.

July 21, 1837.—3m.

ADMINISTRATOR'S NOTICE.

ALL persons having claims against the estate of Easton Greathouse, late of Wabash county, Illinois, deceased, are hereby notified and requested to present the same to the Probate court for the county of Wabash, on the first Monday in September next, for the purpose of having the same adjusted.

THOMAS GOULD, }
ABNER ARMSTRONG, }
Administrators.

Mount Carmel, July 10th, 1837.

LIST of letters remaining in the post office at Carlyle, Illinois, on the first day of July, 1837.

Ammons, Jefferson	Mills, Samuel S.
Allen, Hudson	Millford William
Afflick, Rockwell &c.	Mills, Gibson
Bankson, Andrew	Milcham, Walter
Bowen, Micajah	Outhouse, James
Bingham, D. T.	Oliver, Thomas
Burrow, Henry	Omelvany, Wm. W.
Booker, Wm.	Phelps, Presly
Collins, Mrs. Ruth	Phelps, Elisha
Carter, John	3 Potts, Robert
Cox, Abel	Renney, James S. 2
Coal, William	Roper, H. L.
Converse, George H.	Shelly, David
Cooly, Wm.	Smith, Edward
Crawford, Alexander	Smith, Lewis
Curtis, William	Steel, William
Gilly, George	Sharp, Levi
Gillaspie, John	Tamblyn, George
Hathaway, Lenord	Tucker, Robert R.
Hanewinkle, Mr.	Thompson, Washington or Abner Thompson.
Honeycut, Josiah	
Hill, Polly	Webster, Samuel
Justice, James J.	Williams, Jonathan
King, William R.	Wollard, Rev. JamesB
Mullikin, Sarah Ann	
McCracken, Nathan	

july 21 JOHN M. WEBSTER, P. M.

MAIL CONTRACTS.

PROPOSALS for carrying the mails of the United States from the 1st of January, 1838, (except as hereinafter stated,) to the 30th of June, 1842, on the following post routes in Illinois, will be received at the department until the 10th day of October next, inclusive, to be decided by the 21st day of said month.

On routes where the existing contracts have been extended to the 30th June, 1838, the new service (unless it be of a higher degree than that now in operation) will be made to commence on the 1st of July next. These cases are especially noted under their respective numbers.

ILLINOIS.

2701. From Springfield by Rochester, Edinburg, Shelbyville, Locust Grove, Cochran's Grove, Paradise, Bethsaida, Cole c. h., Bachelorsville, Hitesville, Grand View, Paris, and Elbridge, to Terre Haute, Ia., 144 miles and back daily, in four-horse post coaches.

Leave Springfield daily at 3 a. m., arrive at Terre Haute next days by 10 p m.

Leave Terre Haute daily at 3 a m, arrive at Springfield next days by 10 p m.

☞With permission to run the most direct road on supplying the offices omitted two or three times a week, as shall be required by the Department.

Proposals are also invited for the conveyance of the mail on this route three times a week.

2702. From Springfield by Sugar Creek, Douglass, Hillsboro, Hurricane, Vandalia, and Hickory Creek to Salem, 103 miles and back daily in four horse post coaches.

Leave Springfield daily at 3 a m, arrive at Salem next days by 4 p m.

Leave Salem daily at 8 a m, arrive at Springfield next days by 10 p m.

2703. From Springfield by Sugar Creek, Douglass, Carlinville, Lincoln, and Edwards-to St. Louis, Mo., 99 miles and back three a week, in four-horse post-coaches.

Leave Springfield every Monday, Wednesday, and Friday, at 6 a m, arrive at St. Louis next days by 4 p m.

Leave St. Louis every Monday, Wednesday, and Friday, at 6 a m, arrive at Springfield next days by 4 p m.

2704. From Springfield by Berlin, Jacksonville, Williamsburg, Manchester, White Hall, Carrollton, Kane, Jerseyville, Delhi, and Alton, to St. Louis, Mo., 125 miles and back three times a week in four horse post coaches and steamboats.

Leave Springfield every Tuesday, Thursday and Saturday, at 5 a m, arrive at St. Louis next days by 6 p m.

Leave St Louis every Tuesday, Thursday and Saturday at 5 a m, arrive at Springfield next days by 6 p m.

2705. From Springfield by Silvan Grove and Beardstown, to Rushville, 58 miles and back three times a week in stages.

Leave Springfield every Monday, Wednesday and Friday, at 6 a m, arrive at Rushville next days by 12 noon.

Leave Rushville every Tuesday, Thursday, and Saturday, at 1 p m, arrive at Springfield next days by 7 p m.

2706. From Springfield by Sangamon, Athens, Petersburg, Huron, and Havanna to Lewistown, 56 miles and back twice a week in stages.

Leave Springfield every Tuesday and Friday at 6 a m, arrive at Lewistown next days at 12 m.

Leave Lewistown every Wednesday and Saturday at 1 p m, arrive at Springfield next days by 7 p m.

2707. From Springfield by Harrison, Middletown, Dillon, Tremont, Pekin, Groveland, to Peoria, 72 miles and back six times a week in four horse post coaches; three trips to go by Dillon, Tremont and Groveland [...]

Leave Springfield every day, except Sunday, at 4 a m, arrive at Peoria same day by 10 p m.

Leave Peoria every day except Sunday at 4 a m, arrive at Springfield same days by 10 p m.

2708. From Springfield by Buffalo Hart Grove, Scroggin, and Waynesville, to Bloomington, 61 miles and back twice a week.

Leave Springfield every Monday and Friday at 7 a m, arrive at Bloomington next day by 5 p m.

Leave Bloomington every Wednesday and Sunday at 7 a m, arrive at Springfield next days by 5 p m.

Service is to commence on the 1st July, 1838.

2709. From Springfield by Clear Creek to Decatur, 40 miles and back once a week.

Leave Springfield every Tuesday and Friday at 4 a m, arrive at Decatur same days by 10 p m.

From Shelbyville by Cold Spring, Bowling Green, and Cass, to Vandalia and back, 38 miles three times a week in Stages.

Leave Shelbyville every Monday Wednesday and Friday, at 8 a m, arrive at Vandalia same days by 8 p m.

Leave Vandalia every Tuesday, Thursday and Saturday, at 4 a m, arrive at Shelbyville same days by 4 p m.

2714. From Vandalia by Cumberland, Benton, Ewington, Woodbury, Greenup, and Martinsville to Terre Haute, Ia., 96 miles and back twice a week in Stages.

Leave Vandalia every Tuesday and Saturday at 7 a m, arrive at Terre Haute every Thursday and Monday by 3 p m.

Leave Terre Haute every Friday and Tuesday at 7 a m, arrive at Vandalia every Sunday and Thursday by 3 p m.

2715. From Vandalia by Newton and Palestine to Merom, Ia., 77 miles and back once a week.

Leave Vandalia every Thursday at 6 a m, arrive at Merom next day by 7 p m.

Leave Merom every Saturday at 6 a m, arrive at Vandalia next day by 7 p m.

Leave Decatur every Wednesday and Sunday at 4 a m, arrive at Springfield same days by 10 p m.

Service is to commence on the 1st July, 1838.

From Decatur by Urbanna, and Union, to Danville, 80 miles and back once a week.

Leave Decatur every Monday and Wednesday, at 4 a m, arrive at Danville next day at 10 p m.

Leave Danville every Monday and Friday at 4 a m, arrive at Decatur next days by 10 p m.

Service to commence on the 1st July 1838.

2711. From Decatur by Oakland, to Paris, 67 miles and back once a week.

Leave Decatur every Wednesday at 6 a m, arrive at Paris next day by 5 p m.

Leave Paris every Friday at 6 a m, arrive at Decatur next day by 5 p m.

2712. From Shelbyville by Decatur, Salt Creek, Clinton, and Randolph's Grove to Bloomington, 84 miles and back once a week.

Leave Shelbyville every Friday at 4 a m, arrive at Bloomington next day by 10 p m.

Leave Bloomington every Wednesday at 4 a m, arrive at Shelbyville next day by 10 p m.

2716. From Vandalia by Carlyle and Covington to Nashville, 52 miles and back once a week.

Leave Vandalia every Friday at 7 a m, arrive at Nashville next day by 12 noon.

Leave Nashville every Saturday at 1 p m, arrive at Vandalia next day by 6 p m.

2717. From Vandalia by Mulberry Grove Greenville, Hickory Grove, Silver Creek, Ridge Prairie, and Collinsville, to St Louis, Mo., 65 miles and back three times a week in stages.

Leave Vandalia every Tuesday, Thursday, and Saturday, at 8 a m, arrive St. Louis next days by 3 p m.

Leave St Louis every Monday, Wednesday, and Friday at 8 a m, arrive at Vandalia next days by 3 p m.

2718. From Hutsonville by Melrose and Martinsville to Hitesville, 36 miles and back once a week.

Leave Hutsonville every Thursday at 6 a m, arrive at Hitesville same day by 6 p m.

Leave Hitesville every Friday at 6 a m arrive at Hutsonville same day by 6 p m.

2719. From Lawrenceville by Russelville to Palestine, 27 miles and back once a week.

Leave Lawrenceville every Tuesday at 8 a m, arrive at Palestine same day by 5 p m.

Leave Palestine every Wednesday at 6 a m, arrive at Lawrenceville same day by 3 p m.

Service to commence on the 1st July 1838.

2720. From Lawrenceville by Stringtown, Newton, and Greenup, to Coles C. H. 78 miles and back once a week.

Leave Lawrenceville every Monday at 5 a m, arrive at Coles C. H. next day by 9 p m.

Leave Coles C. H. every Wednesday at 5 a m arrive at Lawrenceville next day by 5 p m.

Service is to commence on the 1st July, 1838.

2721. From Lawrenceville to Mount Carmel, 25 miles and back once a week.

Leave Lawrenceville every Friday at 7 a m, arrive at Mount Carmel sa[me day by 4] p m.

Leave Mount Carmel ev[ery ...] 7 a m, arrive at Lawrenceville same day, by 4 p m.

2722 a. From Maysville to Fairfield, 25 miles and back once a week.

Leave Maysville every Saturday at 6 a m, arrive at Fairfield same day by 5 p m.

Leave Fairfield every Friday at 6 a m, arrive at Maysville same day by 5 p m.

Service is to commence on the 1st July, 1838.

2722. From Vincennes by Lawrenceville, Maysville, Cato, Salem, Carlyle, Shoal Creek, Ariston, Lebanon, Rock Spring, and Belleville, to St. Louis, Mo., 161 miles and back daily in four-horse post coaches.

Leave Vincennes daily at 4 a m arrive at Salem next days by [...] m.

Leave Salem daily at 8 a m, arrive at St. Louis next days by 10 a m.

Leave St. Louis daily at 2 p m, arrive at Vincennes next days by 10 p m.

Separate proposals are invited to carry this mail at the rate of not less than 4 miles per hour running time, and for any greater speed that may be offered in vehicles constructed according to a model, to be prescribed by the department, in which the mail sh[all] be secured under lock and key, with privileges of carrying three passe[ngers] only, in seats made for t[hem on] the outside.

2723. From [...] ville, Pallestine[...] win, Livings[...] Georgetown, [...] back three ti[mes ...] post coaches.

Leave Vin[cennes ...] Wednesday, an[d ...] at Danville next [...]

Leave Danville [...] nesday, and Friday, [...] Vincennes next days by [...]

2724. From Vincennes by [...] Centreville, Mount Carmel, [...] Albion, Graysville, Fox Rive[r] Concord, and New Haven, to S[hawnee]town, 105 miles and back three [times a] week in four-horse post coache[s].

Leave Vincennes every T[uesday,] Thursday, and Saturday, at 5 a m, [arrive] at Shawneetown next days by 8 p[m.]

Leave Shawneetown every Tue[sday,] Friday, and Sunday, at 5 a m, arrive [at] Vincennes next days by 8 p m.

2725. From Mount Carmel by Centreville, Mills Prairie, and Little Prairie to Maysville, 40 miles and back once a week.

Leave Mount Carmel every Wednesday at 4 a m, arrive at Maysville same day by 8 p m.

Leave Maysville every Thursday 4 a m, arrive at Mount Carmel same day by 8 p m.

Service is to commence on the [1st Ju]ly, 1838.

2726. From Mount Carmel by Albion, Wabash, and Leach's Mills, to Fairfield, 35 miles and back three times a week in stages.

Leave Mount Carmel every Tuesday, Thursday, and Saturday at 6 a m, arrive at Fairfield same days by 6 p m.

Leave Fairfield every Wednesday, Friday, and Sunday at 5 a m, arrive at Mount Carmel same days by 5 p m.

2727. From Carmi by Burnt Prairie and Fairfield to Salem, 60 miles and back three times a week in stages.

Leave Carmi every Tuesday, Thursday, and Saturday at 9 a m, arrive at Fairfield same days by 6 p m, and at Salem next days by 5 p m.

Leave Salem every Tuesday, Thursday, and Saturday at 5 a m, arrive at Fairfield same days by 5 p m, and at Carmi next days by 12 noon.

2728. From Shawneetown by Twitchell's Mills to Golconda, 30 miles and back twice a week.

Leave Shawneetown every Tuesday and Friday at 6 a m, arrive at Golconda same days by 5 p m.

Leave Golconda every Wednesday and Saturday at 6 a m, arrive at Shawneetown same days by 5 p m.

2729. From Shawneetown by Mount Airy, Vienna, Mount Pleasa[nt, ...] boro', Clear Creek [...] Cape Girard[eau ...] tim[es ...]

Thursday, and Saturday at 2 p m, arrive at Cape Girardeau every Wednesday, Saturday, and Monday by 3 p m.

2730. From Shawneetown by Equality, Curran, Gallatin, Fancy Farm, Frankfort, Nashville, Oaksu, and Belleville to St. Louis, Mo., 146 miles and back three times a week in stages.

Leave Shawneetown every Tuesday, Friday, and Sunday at 5 a m, arrive at St. Louis every Thursday, Sunday, and Tuesday by 5 p m.

Leave St. Louis every Monday, Wednesday, and Friday at 7 a m, arrive at Shawneetown every Wednesday, Friday, and Sunday by 7 p m.

2731. From Shawneetown by Equality, Indian Creek, Griswold, Moore's Prairie, Mount Vernon, Jordan's Prairie, to Salem, 90 miles and back three times a week in stages.

Leave Shawneetown every Tuesday, Friday, and Sunday at 4 a m, arrive at Salem next days by 9 p m.

Leave Salem every Tuesday, Thursday, and Saturday at 4 a m, arrive at Shawneetown next days by 9 p m.

2732. From Shawneetown by Duncanton, McLeansboro', and Crouch's to Maulding's Mills, 59 miles and back once a week.

Leave Shawneetown every Tuesday at 7 a m, arrive at Maulding's Mills next day by 5 p m.

Leave Maulding's Mill's every Thursday at 6 a m, arrive at Shawneetown next day by 4 p m.

2733. From Golconda to Vienna, 24 miles and back once a week.

Leave Golconda every Saturday at 7 a m, arrive at Vienna same day by 4 [illegible]

[illegible] Vienna every Friday at 6 a m, [illegible] Golconda same day by 3 [illegible]

[illegible] Golconda by Frankfort to Mount Vernon, 75 miles and back twice a week in stages.

Leave Golconda every Tuesday and Saturday at 3 a m, arrive at Mount Vernon next days by 2 p m.

Leave Mount Vernon every Tuesday and Saturday at 11 a m, arrive at Golconda next days by 10 p m; service is to commence on the 1st of July, 1838.

2735. From Vienna by Newport & Wilcox Ferry to Paducah, Ky., 32 miles and back once a week.

Leave Vienna every Thursday at 7 a m, arrive at Paducah same day by 5 p m.

Leave Paducah every Friday at 7 a m, arrive at Vienna same day by 5 p m; service is to commence on the 1st of July, 1838.

2736. From Vienna to Frankfort, 38 miles and back once a week.

Leave Vienna every Tuesday at 4 a m, arrive at Frankfort same day by 4 p m.

Leave Frankfort every Wednesday at 6 a m, arrive at Vienna same day by 9 p m; service is to commence on the 1st of July, 1838.

2737. From Caledonia by Unity to [illegible]mmerce, Mo., 19 miles and back once [illegible]eek.

[illegible]nia every Tuesday at [illegible]nerce same day by [illegible]

[illegible]very Tuesday at [illegible] same day by [illegible]

[illegible]oro' by Bain[illegible] miles and back [illegible]

[illegible]very Tuesday at [illegible]fort same day by [illegible]

[illegible] every Wednesday [illegible] at Jonesboro' same d[illegible] service is to commen[illegible] f July, 1838.

[illegible] From Brownsville to Frank[illegible] miles and back once a week.

[illegible] Brownsville every Tuesday at [illegible] arrive at Frankfort same day by [illegible]

[illegible]ve Frankfort every Wednesday [illegible] m, arrive at Brownsville same [illegible] by 7 p m; service is to commence the 1st of July, 1838.

2740. From Brownsville by Gill's Ferry to Jackson, Mo., 30 miles and back once a week.

Leave Brownsville every Thursday [illegible] a m, arrive at Jackson same day by 6 [illegible] m.

Leave Jackson every Friday at 6 a m, [illegible] at Brownsville same day by 6 p [illegible] service is to commence on the 1st of July, 1838.

2741. From Frankfort by Little Mud[illegible] Prairie, Pinckneyville, and S[illegible]'s Mills to Kaskaskia, 66 miles and back twice a week.

Leave Frankfort every Wednesday and Saturday at 10 a m, arrive at Kaskaskia next days by 7 p m.

Leave Kaskaskia every Friday and Monday at 7 a m, arrive at Frankfort next days by 4 p m.

2742. From Frankfort by Pinckneyville to Belleville, 80 miles and back once a week.

Leave Frankfort every Wednesday at 5 a m, arrive at Belleville next day by 8 p m.

Leave Belleville every Friday at 5 a m, arrive at Frankfort next day by 8 p m.

2743. From Frankfort by McLeansboro', and Carmi to New Harmony, Ia., [illegible] miles and back once a week.

Leave Frankfort every Saturday at 5 a m, arrive at New Harmony next day by 5 p m.

Leave New Harmony every Monday at 5 a m, arrive at Frankfort next day by 5 p m.

2744. From Mount Vernon by Wal[illegible]t Hill, Carlisle, and Greenville, to [illegible]sboro', 71 miles and back once a [illegible]

[illegible]ve Mount Vernon every Thursday [illegible], arrive at Hillsboro' next day [illegible]

[illegible]sboro' every Saturday at 6 [illegible] day [illegible]

Vernon, to Fairfield, 39 miles and back once a week.

Leave Nashville every Monday, at 7 a m, arrive at Fairfield next day by 4 p m.

Leave Fairfield every Wednesday, at 4 a m, arrive at Nashville next day by 12 noon.

2746 From Kaskaskia by Shannon's store, Elkhorn and Rashville, to Salem, 70 miles and back three times a week in stages.

Leave Kaskaskia every Tuesday, Thursday, and Saturday, at 7 a m, arrive at Salem next days by 4 p m.

Leave Salem every Tuesday, Thursday and Saturday, at 8 a m, arrive at Kaskaskia next days by 5 p m.

2747. From Kaskaskia by Chester, Jones' creek, Brownsville, Pinns, Jonesboro' and Unity, to Trinity, 96 miles and back, three times a week, between Kaskaskia and Chester, and once a week the remainder of the route.

Leave Kaskaskia every Tuesday, Thursday and Saturday at 3½ p m, arrive at Chester same days by 6 p m.

Leave Chester every Monday, Wednesday and Friday, at 4 a m, arrive at Kaskaskia same days by 7 a m.

Leave Chester every Sunday at 4 a m, arrive at Trinity every Tuesday by 12 noon.

Leave Trinity every Tuesday at 1 p m, arrive at Chester every Thursday by 10 p m.

2748, From Kaskaskia by Prairie de Roche, Waterloo, and Columbia, to St. Louis, Mo., 55 miles and back three times a week in stages.

Leave Kaskaskia every Monday, Wednesday, and Friday, at 8 a m, arrive at St. Louis next days by 4 p m.

Leave St. Louis every Monday, Wednesday and Friday, at 7 a m, arrive at Kaskaskia next days by 3 p m.

2749. From Kaskaskia by Prairie du Long, to Belleville, 39 miles and back once a week.

Leave Kaskaskia every Tuesday at 5 a m, arrive at Belleville same day 7 p m.

Leave Belleville every Wednesday, at 5 a m, arrive at Kaskaskia same day by 7 p m.

2750. From Kaskaskia by Pollock's to Belleville, 40 miles and back once a week.

Leave Kaskaskia every Friday at 5 a m, arrive at Belleville same day by 7 p m.

Leave Belleville every Saturday at 4 a m, arrive at Kaskaskia same day by 6 p m.

2751. From Waterloo by Jame's Mills and Harrisonville, to Herculaneum, 14 miles and back once a week.

Leave Waterloo every Saturday at 6 a m, arrive at Herculaneum same day by 12 noon.

Leave Herculaneum every Saturday at 1 p m, arrive at Waterloo same day 7 p m.

2752. From Edwardsville by Marine Settlement to Hickory Grove, 25 miles and back once a week.

Leave Edwardsville every Saturday at 8 a m, arrive at Hickory Grove same day by 5 p m.

Leave Hickory Grove every Sunday at 6 a m, arrive at Edwardsville same day by 3 p m.

2753. From Alton by Upper Alton, Edwardsville, Silver Creek, Clifton and Shoal Creek, to Carlyle, 53 miles and back three times a week in stages.

Leave Alton every Tuesday, Thursday and Saturday, at 4 a m, arrive at Carlyle same days by 8 p m.

Leave Carlyle every Monday, Wednesday and Friday, at 4 a m, arrive at Alton same days by 8 p m.

2754. From Alton by Staunton, to Hillsboro', 38 miles and back once a week.

Leave Alton every Friday at 6 a m, arrive at Hillsboro' same day by 6 p m.

Leave Hillsboro every Saturday at 6 a m, arrive at Alton same day by 6 p m.

Service is to commence on the 1st July 1838.

2755. From Alton to Carlinville, 33 miles and back once a week.

Leave Alton every Friday at 6 a m, arrive at Carlinville same day by 5 p m.

Leave Carlinville every Saturday at 6 a m, arrive at Alton same day by 5 p m.

Service is to commence on the 1st of July 1838.

2756. From Alton by Brighton, Delaware, Head of Prairie Creek, and Brown's point, to Jacksonville, 72 miles and back once a week.

Leave Alton every Wednesday at 6 a m, arrive at Jacksonville next day by 5 p m.

Leave Jacksonville every Friday at 6 a m, arrive at Alton next day by 5 p m.

Service is to commence on the 1st of July, 1838.

2757. From Alton by Grafton, Milan, Gilead, Hamburgh, and Belleview, to Atlas, 82 miles and back once a week.

Leave Alton every Monday at 5 a m, arrive at Atlas next day by 6 p m.

Leave Atlas every Wednesday at 5 a m, arrive at Alton next day by 6 p m.

2758. From Carrollton by Bluffdale, Pleasant Hill, Atlas, Pleasant Vale, Clio, and Ashton, to Quincy, 77 miles and back once a week.

Leave Carrollton every Tuesday at 5 a m, arrive at Atlas same day by 6 p m, and at Quincy next day by 5 p m.

Leave Quincy every Tuesday at 6 a m, arrive at Atlas same day by 6 p m, and at Carrollton next day by 6 p m.

2759. From Carrollton by Newbern and Grafton, to Portage des Sioux, Mo. 30 miles and back once a week.

Leave Carrollton every Wednesday at 6 a m, arrive at Portage des Sioux same day by 5 p m.

Leave Portage des Sioux every Thursday at 6 a m, arrive at Carrollton same day by 5 p m.

2760. From Carrollton by Fayette to Carlinville, 35 miles and back once a week.

Leave Carrollton every Thursday at 6 a m, arrive at Carlinville same day by 5 p m.

Leave Carlinville every Friday at 6 a m, arrive at Carrollton same day by 6 p m.

Service is to commence on the 1st of July 1838.

2761. From Jacksonville by Franklin and Apple creek to Douglass, 36 miles and back once a week.

Leave Jacksonville every Wednesday at 6 a m, arrive at Douglass same day by 6 p m.

Leave Douglass every Thursday at 6 a m, arrive at Jacksonville same day by 6 p m.

2762. From Jacksonville by Althea, Eagle Point and Carlinville, to Hillsboro' 65 miles and back three times a week in stages.

Leave Jacksonville every Tuesday Thursday and Saturday, at 7 a m, arrive at Hillsboro' next days by 2 p m.

Leave Hillsboro' every Tuesday, Thursday, and Saturday at 11 a m, arrive at Jacksonville next days, by 5 p m.

2763. From Jacksonville by Lynnville, Winchester, Williamsport, Montezuma, and Pittsfield. to Atlas, 52 miles and back once a week.

Leave Jacksonville every Saturday at 1 p m, arrive at Atlas next day by 5 p m.

Leave Atlas every Friday at 6 a m, arrive at Jacksonville next day by 12 noon.

2764. From Jacksonville by Naples, Van Dusens, Pittsfield and Atlas, to Burnett's ferry, 62 miles and back once a week.

Leave Jacksonville every Tuesday at 1 p m, arrive at Burnett's ferry next day by 8 p m.

Leave Burnett's Ferry every Thursday at 4 a m, arrive at Jacksonville next day by 11 a m.

Service is to commence on the 1st of July, 1838.

2765. From Jacksonville by Geneva, Exeter, Mauvaise Terre, Griggsville, Kingston, Liberty and Quincy, to Palmyra, Mo. 86 miles and back three times a week in four horse post coaches.

Leave Jacksonville every Tuesday, Thursday, and Saturday, after the arrival of the mail from Springfield, say at 11 a m, arrive at Quincy next days by 9 p m.

Leave Quincy every Tuesday, Thursday and Saturday, at 2 a m, arrive at Jacksonville next days in time to connect with the mail to Springfield, say by 11 a m.

Leave Quincy every Tuesday, Thursday, and Saturday, at 7 a m, arrive at Palmyra same days by 2 p m.

Leave Palmyra every Monday, Wednesday, and Friday, at 7 a m, arrive at Quincy same days by 2 p m.

2766. From Jacksonville by Bethel and Meredosia to Vandaventer, 25 miles and back twice a week in stages.

Leave Jacksonville every Tuesday and Saturday at 12 noon, arrive at Vandeventer same days by 8 p m.

Leave Vandeventer every Monday and Friday at 4 a m, arrive at Jacksonville same days by 12 noon.

2767. From Jacksonville by Arcadia, Bath and Beardstown, to Rushville, 36 miles and back twice a week in four horse post coaches.

Leave Jacksonville every Monday and Thursday at 6 a m, arrive at Rushville same days by 4 p m.

Leave Rushville every Tuesday and Friday at 6 a m, arrive at Jacksonville same days by 4 p m.

2768. From Jacksonville by Workman, Sylvan Grove and Havanna, to Pekin, 71 miles and back once a week.

Leave Jacksonville every Wednesday at 6 a m, arrive at Pekin next day by 6 p m.

Leave Pekin every Friday at 6 a m, arrive at Jacksonville next day by 6 p m.

Service is to commence on the 1st July, 1838.

2769. From Quincy by Columbus, Claytor, and Mount Sterling, to Rushville, 57 miles and back three times a week, in four-horse post coaches.

Leave Quincy every Monday, Wednesday, and Friday, at 8 a m, arrive at Rushville next days by 12 noon.

Leaving Rushville every Tuesday, Thursday, and Saturday, at 1 p m, arrive at Quincy next day by 6 p m.

2770. From Quincy by Ursa, Lima, Green, Plains, Warsaw, and Montebello, to commerce, 48 miles and back once a week.

Leave Quincy every Wednesday at 5 a m, arrive at Commerce next day by 10 a m.

Leave Commerce every Thursday at 2 p m, arrive at Quincy next day by 7 p m.

2771. From Quincy, by Mendon, Woodville, and Carthage, to Macomb, 66 miles and back twice a week in stages.

Leave Quincy every Sunday and Wednesday at 6 a m, a, arrive at Macomb next day by 5 p m.

Leave Macomb every Tuesday and Friday at 6 a m, arrive at Quincy next days by 5 p m.

2772. From Liberty to Clayton, 15 miles and back once a week.

Leave Liberty every Thursday at 6 a m, arrive at Claton same day by 11 a m.

Leave Clayton every Thursday at 12 noon, arrive at Liberty same day by 5 p m.

2773. From Rushville, by Washington, Summum, Lewiston, Canton, and Farmington, to Peoria, 72 miles and back three times a week in four horse post coaches.

Leave Rushville every Tuesday, Thursday, and Saturday at 1 p m, arrive at Peoria next days by 9 p m.

Leave Pearia every Monday, Wednesday, and Friday at 4 a m, arrive at Rushville next days by 12 noon.

2774. From Rushville, by Huntsville, Augusta, St. Mary's, and Carthage, to Commerce, 65 miles and back twice a week in stages.

Leave Rushville every Tuesday and Friday at 6 a m, arrive at Commerce next days by 4 p m.

Leave Commerce every Sunday and Wednesday at 6 a m, arrive at Rushville next days by 4 p m.

2775. From Rushville, by Brittleville, Walker's Grove, and Macomb, to Warren C. H. 60 miles and back twice a week in stages.

Leave Rushville every Tuesday and Friday at 6 a m, arrive at Warren C. H. next days by 4 p. M.

Leave Warren C. H. every Sunday and Wednesday at 6 a m, arrive at Rushville next days by 4 p m.

3776. From Carthage, by Warsaw, to St. Francisville, Mo., 33 miles and back once a week.

Leave Carthage every Monday at 6 a m, arrive at St. Francisville same day by 6 p m.

Leave St. Francisville every Tuesday at 6 a m, arrive at Carthage same day by 6 p m.

Service is to commence on the 1st July, 1838.

2777. From Carthage, by Smith's Store, to Warren C. H., 46 miles and back once a week.

Leave Carthage every Wednesday at 2 p m, arrive at Warren C. H. next day by 6 p m.

Leave Warren C. H. every Friday at 6 a m, arrive at Carthage next day by 11 a m.

Service is to commence on the 1st July, 1838.

2778. From Commerce, by Appanoos, East Bond, Shokokan, Ellison Creek, and Warren C. H., to Knox C. H., 70 miles and back once a week.

Leave Commerce every Friday at 6 a m, arrive at Knox C. H. next day by 6 p m.

Leave Knox C. H. every Monday at 6 a m, arrive at commerce next day by 6 p m.

2779. From Macomb, by St. Augustine, to Knox C. H., 40 miles and back once a week.

Leave Macomb every Wednesday at 5 a m, arrive at Knox C. H. same day by 7 p m.

Leave Knox C. H. every Thursday at 5 a m, arrive at Macomb same day by 7 p m.

Service is to commence on the 1st July, 1838.

2780. From Macomb, by Shokoken to Burlington, 40 miles and back twice a week in stages.

Leave Macomb every Wednesday and Saturday at 5 a m, arrive at Burlington same days by 6 p m.

Leave Burlington every Sunday and Wednesday at 5 a m, arrive at Macomb same days by 5 p m.

2781. From Lowiston, by Bonnington, to Macomb, 33 miles and back once a week.

Leave Lewistown every Thursday at 6 a m, arrive at Macomb same day by 5 p m.

Leave Macomb every Friday at 6 a m, arrive at Lewistown same day by 5 p m.

2782. From Petersburg to Beardstown, 37 miles and back once a week.

Leave Petersburg every Wednesday at 5 a m, arrive at Beardstown same day by 6 p m.

Leave Beardstown every Thursday at 5 a m, arrive at Petersburg same day by 6 p m.

Service is to commence on the 1st July, 1838.

2783. From Tremont, by Holland's Gove, to Black Partridge, 24 miles and back once a week.

Leave Tremont every Wednesday at 7 a m, arrive at Black Partridge same day by 4 p m.

Leave Black Partridge every Thursday at 7 a m, arrive at Tremont same day by 4 p m.

2784. From Peoria by Groveland, Mackinaw, and Wilkesboro' to Bloomington, 38 miles and back twice a week.

Leave Peoria every Sunday and Thursday at 5 a m, arrive at Bloomington same day by 6 p m.

Leave Bloomington every Tuesday and Friday at 5 a m, arrive at Peoria same days by 6 p m.

2785. From Peoria by Rome, Henry, Hennepin, Peru, and Utica, to Ottawa, 81 miles and back three times a week in four horse post coaches.

Leave Peoria every Monday, Wednesday, and Friday, at 2 a m, arrive at Ottawa same days by 12 night.

Leave Ottawa every Tuesday, Thursday, and Saturday, at 2 a m, arrive at Peoria same days by 12 night.

☞Proposals will also be considered for carrying the mail by steamboats on the above route.

2786. From Peoria by Little Detroit, Black Partridge, Crow Meadows, Magnolia, Sandy creek, Boyle's, Point Republic, and Vermillionville, to Ottawa, 67 miles and back three times a week in four horse post coaches.

Leave Peoria every Tuesday, Thursday, and Saturday, at 3 a m, arrive at Ottawa same days by 8 p m.

Leave Ottawa every Monday, Wednesday, and Friday, at 3 a m, arrive at Peoria same days by 8 p m.

☞Proposals for carrying mail once a week on horse will also be considered.

2787. From Peoria by Boyd's Grove, Providence, Dixon's Ferry, Buffalo Grove, Cherry Grove, and Apple River, to Galena, 155 miles and back three times a week in four horse post coaches.

Leave Peoria every Tuesday, Thursday, and Saturday, at 6 a m, arrive at Galena every Thursday, Saturday, and Monday, by 4 p m.

Leave Galena every Tuesday, Thursday, and Saturday, at 6 a m, arrive at Peoria every Thursday, Saturday, and Monday, by 4 p m.

2788. From Peoria by Robbins' Nest, Knox C. H., and Warren C. H., to Oquawka, 82 miles and back twice a week in stages.

Leave Peoria every Sunday and Thursday at 5 a m, arrive at Oquawka next days by 7 p m.

Leave Oquawka every Tuesday and Saturday at 5 a m, arrive at Peoria next days by 7 p m.

2789. From Knox C. H. by Wyoming and Boyd's Grove to Hennepin, 64 miles and back once a week.

Leave Knox C. H. every Wednesday at 6 a m, arrive at Hennepin next day by 5 p m.

Leave Hennepin every Friday at 6 a m, arrive at Knox C. H. next day by 5 p m.

Service is to commence on the 1st July, 1838.

2790. From Knox C. H. by Henderson, White Oak Grove, Cleaveland, and Savannah to Galena, 120 miles and back once a week.

Leave Knox C. H. every Thursday at 4 a m, arrive at Galena every Sunday by 12 noon.

Leave Galena every Sunday at 1 p m, arrive at Knox C. H. every Wednesday by 8 p m.

Service is to commence on the 1st July, 1838.

2791. From Knox C. H. by Middle Grove to Canton, 29 miles and back once a week.

Leave Knox C. H. every Thursday at 6 a m, arrive at Canton same day by 5 p m.

Leave Canton every Friday at 6 a m, arrive at Knox C. H. same day by 5 p m.

2792. From Warren C. H. by Clear creek to New Boston, 27 miles and back twice a week in stages.

Leave Warren C. H. every Tuesday and Saturday at 6 a m, arrive at New Boston same days by 4 p m.

Leave New Boston every Monday and Friday at 6 a m, arrive at Warren C. H. same days by 4 p m.

2793. From Warren C. H. by Spring Grove, Farlow's Grove, Stephenson, Port Byron, Port Newbury, Savannah, and Hanover, to Galena, 133 miles and back twice a week in stages.

Leave Warren C. H. every Tuesday and Saturday at 5 a m, arrive at Galena every Friday and Tuesday by 6 p m.

Leave Galena every Friday and Tuesday at 5 a m, arrive at Warren C. H. every Monday and Friday by 6 p m.

2794. From New Boston by Pine Bluffs to Stephenson, 40 miles and back once a week.

Leave New Boston every Wednesday at 4 a m, arrive at Stephenson same day by 8 p m.

Leave Stephenson every Thursday at 4 a m, arrive at New Boston same day by 8 p m.

Service is to commence on the first July, 1838.

2795. From Stephenson by Windsor and Princeton to Hennepin, 85 miles and back once a week.

Leave Stephenson every Sunday at 6 a m, arrive at Hennepin every Tuesday by 12 noon.

Leave Hennepin every Tuesday at 2 p m, arrive at Stephenson every Thursday by 5 p m.

Service is to commence on the 1st July, 1838.

2796. From Stephenson to Davenport, 3 miles and back once a week.

Leave Stephenson every Sunday at 9 a m, arrive at Davenport same day by 11 a m.

Leave Davenport every Sunday at 6 a m, arrive at Stephenson same day by 8 a m.

Service is to commence on the 1st July, 1838.

2797. From Buffalo Grove by Savanna to Belleview, Wis., 40 miles and back once a week.

Leave Buffalo Grove every Thursday at 3 p m, arrive at Belleview same day by 9 p m.

Leave Belleview every Friday at 4 a m, arrive at Buffalo Grove same day by 10 p m.

2798. From Galena by Medway, Squaw Prairie, Belvidere, Elgin, and Meacham's Grove, to Chicago, 150 miles and back three times a week in four horse post coaches.

Leave Galena every Monday, Wednesday and Friday at 6 a m, arrive at Chicago every Wednesday, and Friday, and Sunday by 6 p m.

Leave Chicago every Monday Wednesday and Friday at 6 a m, arrive at Galena every Wednesday, Friday, and Sunday by 6 p m.

2799. From Dixon's ferry, by Inlet, Pawpaw Grove, Somonauk, Little Rock, Aurora, Napierville, and Brush Hill to Chicago, 108 miles and back once a week.

Leave Dixon's Ferry every Monday at 6 a m, arrive at Chicago every Wednesday by 6 p m.

Leave Chicago every Thursday at 6 a m, arrive at Dixon's Ferry every Saturday by 6 p m.

2800. From Dixon's Ferry by Lodi and Plainfield, to Juliet, 90 miles and back once a week.

Leave Dixon's Ferry every Monday at 6 a m, arrive at Juliet every Wednesday by 4 p m.

Leave Juliet every Thursday at 6 a m, arrive at Dixon's Ferry every Saturday by 4 p m.

Service to commence on the 1st July, 1838.

2801. From Dixon's Ferry, by Troy Grove, to Ottowa, 50 miles and back once a week.

Leave Dixon's Ferry every Wednesday at 1 p m, arrive at Ottawa next day by 6 p m.

Leave Ottawa every Tuesday at 6 a m, arrive at Dixon's Ferry next day by 12 noon.

Service to commence on the 1st July, 1838.

2802. From Hennepin, by Princeton, Brigham's and Dimmick's Grove, to Pawpaw Grove, 60 miles and back once a week

Leave Hennepin every Tuesday at 6 a m, arrive at Pawpaw Grove next day by 5 p m.

Leave Pawpaw Grove every Thursday at 6 a m, arrive at Hennepin next day by 5 p m.

2803. From Ottawa by Lisbon, Plainfield, Dupago and Cass, to Chicago, 83 miles and back three times a week in four horse post coaches.

Leave Ottawa every Tuesday, Thursday, and Saturday at 3 a m, arrive at Chicago same days by 9 p m.

Leave Chicago every Monday, Wednesday and Friday at 3 a m, arrive at Ottawa by 9 p m.

2804. From Ottawa by Marseilles, Dresden, Kankakee, Juliet, Lockport and Des Plaines, to Chicago, 91 miles and back three times a week in four horse post coaches.

Leave Ottawa every Sunday, Wednesday, and Friday at 2 a m, arrive at Chicago same days by 10 p m.

Leave Chicago every Tuesday, Thursday, and Saturday at 2 a m, arrive at Ottawa same days by 10 p m.

2805. From Ottawa by Lodi, Napierville, 60 miles and back once a week.

Leave Ottawa every Wednesday at 6 a m, arrive at Napierville next day by 5 p m.

Leave Napierville every Friday at 6 a m, arrive at Ottawa next day by 5 p m.

Service to commence on the 1st July, 1838.

2806. From Ottawa to Danville, 120 miles and back once a week.

Leave Ottawa every Wednesday at 6 a m, arrive at Danville every Saturday by 5 p m.

Leave Danville every Wednesday at 6 a m, arrive at Ottawa every Saturday by 5 p m.

Service is to commence on the 1st July, 1838.

2807. From Ottawa to Bloomington 65 miles and back once week.

Leave Ottawa every Monday at 6 a m, arrive at Bloomington next day by 5 p m.

Leave Bloomington every Wednesday at 6 a m, arrive at Ottawa next by 5 p m.

2808. From Bloomington by Pontiac, Lexington and Kankakee, to Juliet, 100 miles and back once a week.

Leave Bloomington every Wednesday at 6 a m, arrive at Juliet every Friday by 5 p m.

Leave Juliet every Saturday at 6 a m, arrive at Bloomington every Monday by 5 p m.

Service to commence on the 1st July, 1838.

2809. From Bloomington by Senex, Cheney's Grove, Van Buren, and Union, to Danville, 86 miles and back twice a week.

Leave Bloomington every Monday and Wednesday at 4 a m, arrive at Danville next days by 10 p m.

Leave Danville every Wednesday and Sunday at 4 a m, arrive at Bloomington next days by 10 p m.

2810. From Bloomfield to Montezuma, [illegible] 20 miles and back once a week.

Leave Bloomfield every Saturday at 4 a m, arrive at Montezuma same day by 12 noon.

Leave Montezuma every Saturday at 1 p m, arrive at Bloomfield same day by 9 p m.

2811. From Danville by North Fork, Driftwood, Iroquois and Forked Creek to Juliet, 112 miles and back three times a week, in four horse post coaches.

Leave Danville every Monday Wednesday and Friday at three a m, arrive at Juliet next days by 10 p m.

Leave Juliet every Monday, Wednesday, and Friday at 3 a m, arrive at Danville next days by 10 p m.

2812. From Juliet by Thornton, Lake C. H., Ia., Liverpool and Coffee creek to Michigan city, 80 miles and back twice a week in stages.

Leave Juliet every Monday and Thursday at 4 a m, arrive at Michigan City next days by 7 p m.

Leave Michigan City every Monday and Thursday at 4 a m, and arrive at Juliet next days by 7 p m.

2813. From Chicago by Chambers Elk Grove, and McClure's Grove 30 miles and back once a week.

Leave Chicago every Friday at 6 a m, arrive at McClure's Grove same day by 7 p m.

Leave McClure's Grove every Saturday at 6 a m, arrive at Chicago same day by 7 p m.

Service is to commence on the 1st July, 1838.

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NOTES.

1. Each route must be bid for separately.—The route, the sum, the mode of service, and the residence of the bidder, should be distinctly stated in each bid.

2. No proposal will be considered unless it be accompanied by a guaranty signed by one or more responsible persons, in the following form, viz:

"The undersigned guaranty that if his bid for carrying the mail from to be accepted by the Postmaster General, shall enter into an obligation prior to the first day of March next, with good and sufficient sureties, to perform the service proposed."

"Dated 1837."

This should be accompanied by the certificate of the Postmaster, or other equivalent testimony that the guarantors are men of property, and able to make good their guaranty.

☞This guaranty being required by law, no exemption can be allowed in favor of old contractors, rail-road companies, or any companies or persons whatsoever.

3. The distances, as stated in the advertisement, are believed to be substantially correct; but the bidder will inform himself on that point, as no increased pay will be allowed for any difference when the places are named correctly.

4. The schedules are arranged so as to allow seven minutes to each post office for opening and closing mails generally, and one hour to the distributing post offices; but the Postmaster General may extend the time on allowing like extension to the contractors.

5. The Postmaster General may alter the schedule, and alter the route, he allowing a *pro rata* increase of compensation for any additional service required, and for any increased speed, when the employment of additional stock or carriers is rendered necessary.

6. He may discontinue, or curtail the service, whenever he shall consider it expedient to do so, he allowing one month's extra pay on the amount dispensed with

7. He may impose fines for failure to take or deliver a mail, or any part of a mail; for suffering the mail to be injured, wet, lost, or destroyed; and may exact a forfeiture of the pay of the trip, whenever the trip is lost, or the mail arrives so far behind schedule time as to lose connexion with a depending mail.

8. He may annul the contract for repeated failures to perform any of the stipulations, for refusing to discharge a carrier when required, for violating the Post Office law, for disobeying the instructions of the department, or assigning a contract without the previous consent of the Postmaster General.

9. If the contractor shall run a stage or other vehicle more rapidly or more frequently than he is required by the contract to carry the mail, he shall give the same increased celerity and frequency to the mail, and without increase of compensation.

10. Contractors on stage and coach routes shall, in the conveyance of passengers, give a preference to those who are brought in the connecting mail lines, over those travelling in any other; so that connecting mail stage routes shall form continuous travelling lines.

11. On routes where the mail is transported in stages, and the present contractor shall be superseded by an underbidder, who may not have the stage property requisite for the performance of the contract, he shall purchase from the present contractor such of the stage horses and property as may be suitable for the service, at a fair valuation, and make payment therefor by reasonable instalments. Should they not agree as to the suitableness of the property, the terms, or the security, each may choose a person who may appoint a third, and their decision shall be final, or the Postmaster General will name the umpire. This will be made the condition of any bid under that of a present contractor; and should the underbidder fail to comply, his bid will be offered to the contractor; but should he decline it, the proposals of the underbidder will be accepted unconditionally.

12. The Postmaster General is prohibited by law from making contracts for the transportation of the mail with any person who shall have entered into any combination, or proposed to enter into any combination, to prevent the making of any bid for a mail contract by any other person or persons; or who shall have made any agreement, or shall have given or performed, or promised to give or perform, any consideration to do, or not to do, any thing whatever to induce any other not to bid for a mail contract.

13. On post coach and stage routes where that kind of transportation is sometimes difficult, proposals will be received for carrying the mails on horseback, in wagons, or carts, for a specified number of months, weeks, or days in each year; but no dispensation of post coach or stage service will be tolerated unless it be stipulated for in the proposals and embraced in the contract.

14. The proposals should be sent to the Department sealed, and endorsed "Mail proposals in the State of ," and addressed to the First Assistant Postmaster General, S. R. Hobbie.

AMOS KENDALL.

POST OFFICE DEPARTMENT,
June 6, 1837. [july 30.

EXPRESS MAIL.

PROPOSALS for carrying a daily express mail on horseback, for the purpose of conveying slips from newspapers, in lieu of exchange newspapers and letters, (other than such as contain money,) not exceeding half an ounce in weight, marked 'Express Mail,' and public despatches from the 1st day of January, 1838, to the 30th June, 1842, inclusive, on the following routes, will be received at the Post Office Department until the 20th day of July next inclusive, to be decided on the 24th day of said July.

☞[illegible] General will be desi[illegible]rous [illegible] temporary contract with th[illegible] bids may be accepted for the fol[illegible]e to carry an express mail dur[illegible]arter of the present year, viz, f[illegible]ber to 31st December inclusive, on the same terms as may be accepted under this advertisement, and hopes that all persons making proposals will have in view a commencement of service on the said first of October.

No. 30. From Dayton O. by Richmond, Indiana to Indianapolis, 112 miles and back.

Leave Dayton every day at 12 p m, arrive at Indianapolis by ½ p m next day.

Leave Indianapolis every day at 11½ p m, arrive at Dayton by 2 p m next day.

To stop at two other intermediate points if required.

No. 31. From Indianapolis to Terre Haute 72 miles and back.

Leave Indianapolis every day at 1 p m, arrive at Terre Haute by 9 p m.

Leave Terre Haute every day at 1½ p m arrive at Indianapolis by 11 p m.

To stop at two intermediate points if required.

No. 32. From Terre Haute to Vandalia, Illinois, 99 miles and back.

Leave Terre Haute every day at 9½ p m, arrive at Vandalia by 8½ a m.

Leave Vandalia every day at ½ a m arrive at Terre Haute by 1 p m.

To stop at two intermediate points if required.

No. 33. From Vandalia to St. Louis, Mo. 65 miles and back.

Leave Vandalia every day at 9 a m arrive at St. Louis by 4½ p m.

Leave St. Louis every day at 3½ p m. arrive at Vandalia by 12 p m.

To stop at two intermediate points if required.

No. 35. From Cincinnati O. to Georgetown Ky. 70 miles and back.

Leave Cincinnati every day at 8 a m, arrive at Georgetown by 5 p m.

Leave Georgetown every day at 8 p m, arrive at Cincinnati by 7 a m next day.

No. 36. From Georgetown by Frankfort and Shelbyville to Louisville 70 miles and back.

Leave Georgetown every day at 5½ a m, arrive at Louisville by 1 a m next day.

Leave Louisville every day at 12 m, arrive at Georgetown by 8 p m.

No. 37. From Louisville by Elizabethtown to Glasgow, 93 miles and back.

Leave Louisville every day at two p m, arrive at Glasgow by ½ p m.

Leave Glasgow every day at 8 p m arrive at Louisville by 7 a m next day.

No. 38. From Glasgow by Gallatin to Nashville, Ten., 91 miles and back.

Leave Glasgow every day at one p m, arrive at Nashville by 11 p m.

Leave Nashville every day at 8½ a m, arrive at Glasgow by 7½ p m.

To stop at one other intermediate point if required.

No. 39. From Nashville by Murfreesboro' Shelbyville and Fayetteville to Huntsville, Ala., 117 miles and back.

Leave Nashville every day at 11½ p m, arrive at Huntsville by 1½ p m next day.

Leave Huntsville every day at 4½ p m, arrive at Nashville by 8 a m next day.

Proposals for running this route by Franklin, Columbia, and Pulaski, 123 miles and back, will be considered.

No. 40. From Huntsville to Elytown, 99 miles and back.

Leave Huntsville every day at 2 p m, arrive at Elytown by 1 next day.

Leave Elytown every day at 3½ a m, ar[illegible]

To stop at two intermediate points if required.

No. 41. From Elytown to Montgomery, 102 miles and back.

Leave Elytown every day at 1½ a m, arrive at Montgomery by ½ p m

Leave Montgomery every day at 2½ p m, arrive at Elytown by 3 a m next day.

To stop at two intermediate points if required.

Each route is to be bid for seperately.—The route, the sum and the residence of the bidder, should be distinctly stated in the bid. The sum should be stated by the year.

No proposal will be considered unless it be accompanied by a guaranty, signed by one or more responsible persons in the following form, viz:

"The undersigned guaranty that if his bid for carrying the express mail from to be accepted by the Postmaster General, shall enter into an obligation prior to the 1st day of October next, with good and sufficient sureties, to perform the service proposed.—Dated 1837."

This should be accompanied by the certificate of a postmaster, or other satisfactory testimony, that the guarantors are men of property, and able to make good their guaranty.

The Postmaster General reserves the power of changing the schedules, but not so as to increase the expedition, without making the additional compensation authorised by law.

The mails are to leave precisely at the time set.

Five minutes only are allowed for opening and closing them at an intermediate office.

The pay of the trip will be forfeited by a failure to arrive in time, and this forfeiture may be increased into a penalty not exceeding ten times the pay of the trip, according to the circumstances under which the failure happened. For repetition of failures the contract may be annulled.

No excuse whatever will be taken for a failure.

Departures and arrivals are to be regulated by the apparent or sun time.

Double stock will be paid for where actually employed, when the mail regularly exceeds seventy pounds in weight.

If it should become necessary at any time to discontinue the service, a result which is not expected, the contractors will be entitled to receive two months extra pay.

The proposals should be sent to the department sealed and endorsed "Proposals for the Express Mail," and addressed to the first assistant Postmaster General, S. R. Hobbie.

Those who enter into this service must make up their minds not to let bad roads, nor storms, nor floods, nor casualties, nor dangers, prevent their performance according to contract. AMOS KENDALL.

POST OFFICE DEPARTMENT,
March 23, 1837.
April 14.—12w.

P. S. Proposals for terminating route No. 37, at Bowling Green and commencing route No. 38 at Bowling Green instead of Glasgow, so that the Express Mail from Louisville to Nashville shall run on the road on which the present daily mail travels between those places, will be considered.

AMOS KENDALL